
V I C T O R I A G O V E R N M E N T

G A Z E T T E

No. S 15 Tuesday 1 March 1988

By Authority Jean Gordon Government Printer Melbourne

SPECIAL

STATUTORY INSTRUMENTS

MADE UNDER THE

ROAD SAFETY ACT 1986

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Instrument

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Road Safety Act 1986

MOTOR VEHICLES DECLARED NOT TO BE MOTOR VEHICLES

The Governor in Council under section 3 (2) (b) of the *Road Safety Act 1986* by this Order declares the following classes of motor vehicles not to be motor vehicles for the purposes of that Act:

1. Pedal cycles to which are attached one or more auxiliary propulsion motors having an aggregate maximum power output not exceeding 200 watts.
2. Self propelled motor vehicles that—
 - (a) are designed to be controlled by a person walking with the vehicle; and
 - (b) have a maximum attainable speed of less than 7 kilometres an hour.

Dated 23 February 1988

Responsible Minister:
J. H. KENNAN
Minister for Transport

LAWRENCE A. FISHER
Clerk of the Executive Council

Road Safety Act 1986

SECTION 10

NOTICE OF STANDARDS REQUIRED FOR REGISTRATION OF MOTOR VEHICLES AND TRAILERS

In accordance with section 10 of the *Road Safety Act 1986* I, James Harley Kennan, Minister for Transport require compliance with the following standards for registration relating to the construction, efficiency, performance, safety, design and equipment of and the method of identifying, motor vehicles and trailers.

The following standards apply to all classes of motor vehicles and trailers, and to all motor vehicles and trailers manufactured before or after the date of this notice.

The following standards, and, where they make provision for or in relation to a matter by applying, adopting or incorporating any matter contained in any writing (not being a statutory rule or Act), a copy of the matter so applied, adopted or incorporated, is available for inspection during normal office hours by members of the public without charge at the principal offices of the Road Traffic Authority at the Corner of Lygon & Princes Streets, Carlton 3053.

The existing notices of standards for registration of motor vehicles and trailers published in the *Victoria Government Gazette* on 25 June 1987 and 1 July 1987 are revoked.

Dated 1 March 1988

J. H. KENNAN
Minister for Transport

STANDARDS FOR REGISTRATION

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 "Authority"
 "Axle"
 "Axle group"
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 "Braking system"
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 "Dipping device"
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 "Left side"
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 "Mudguard or Wheelguard"
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PART 2—INTERPRETATION**Definitions**

201. (1) In these Standards—

“Act” means the *Road Safety Act 1986*.

“Ambulance” means a vehicle owned and operated by an ambulance service created by section 23 of the *Ambulance Service Act 1986* or listed in Schedule 1 to that Act.

“Articulated bus” means a bus consisting of 2 or more rigid sections with access between the sections for passengers and the rear sections of which are connected to the front section so as to allow rotary movement between the sections.

“Authority” means the Road Traffic Authority established under the *Transport Act 1983*.

“Axle” means a bar or spindle which supports a vehicle and on or with which wheels of the vehicle which are in contact with the ground turn.

“Axle group” means a twinsteer axle group, a tandem axle group or a tri-axle group.

“Brake” means a device for directly or indirectly retarding or controlling the rotation of the wheels of a vehicle.

“Braking system” means all the mechanisms by which a brake on a vehicle is operated, including the brake.

“Bus” means a passenger vehicle having more than 8 seating positions including that of the driver.

“Dipped”, in relation to the main beam of light projected by a head lamp, or a fog lamp, means deflected either downwards or both downwards and to the left so that in either case, when the vehicle to which the lamp is fitted is standing on level ground the top of the main beam of light projected by the lamp—

(a) at a distance of 8 metres in front of the vehicle—is not higher than the level of the centre of the lamp; and

(b) at a distance of 25 metres in front of the vehicle—is not more than one metre higher than the level on which the motor vehicle is standing.

“Dipping device” means a device by which the driver of a motor vehicle from a normal driving position can—

(a) cause the main beam of light projected by a head lamp on the vehicle to be dipped;
or

- (b) extinguish a head lamp on the vehicle and simultaneously light a dipped head lamp.
- "Emergency brake"** means a brake which may be used if the service brake fails.
- "Gross vehicle mass"** means the maximum laden mass of the vehicle as specified by its manufacturer.
- "Independent braking system"** means a braking system which is actuated by means entirely distinct from the means of actuation of any other braking system on a vehicle, (except that any drum, disc or part on which a shoe or band or friction pad makes contact may be common to more than one braking system).
- "Left side"** means left-hand or near side.
- "Load sharing suspension system"** means an axle group suspension system—
- (a) which is designed to divide the load carried on the axle group equally between the tyres on the group; and
 - (b) which has been approved by the Authority under the Road Safety (Vehicles) Regulations 1988.
- "Mudguard or Wheelguard"** means a device constructed of rigid material, with or without a flexible flap, which will, so far as is practicable, catch or deflect downwards mud or water thrown up to the rear of the wheel of a vehicle.
- "Multi purpose passenger car"** means a motor vehicle which—
- (a) is designed principally for the conveyance of not more than 8 persons; and
 - (b) is constructed either on a truck chassis or with special features for off-road operation.
- "Parking brake"** means the brake which is used to hold a vehicle stationary by mechanical means even in the absence of the driver.
- "Passenger car"** means a motor vehicle constructed principally for the carriage of passengers but does not include a motor cycle, multi purpose passenger car or bus.
- "Passenger car derivative"** means a motor vehicle having a utility or panel van type body in which the forward part of the body form and the greater part of the mechanical equipment are the same as those in a passenger car manufactured by the manufacturer of the motor vehicle.
- "Pole-type vehicle"** means a combination of motor vehicle and trailer where the trailer has no tray or bin but where the load is borne partly on one or more cross bars or bolsters on the motor vehicle and partly on one or more cross bars or bolsters on the trailer.
- "Prime mover"** means a motor vehicle which is constructed for connecting to a semi-trailer.
- "Registered"** means registered in Victoria.
- "Right side"** means right-hand or off side.
- "Seat belt"** means a belt or device fitted to a motor vehicle which is designed to restrain or limit the movement of a person seated in the motor vehicle and wearing the belt or device if the motor vehicle suddenly accelerates or decelerates.
- "Semi-trailer"** means a vehicle without its own motive power which is capable of being drawn by a prime mover in such a way that it is attached to and pivoted on the prime mover by imposition on it on or in front of the rear axle of the prime mover so that the semi-trailer is free to turn relative to the prime mover when the prime mover is rounding a curve and so that part of the mass of the semi-trailer and of any load carried on it is borne by the prime mover.
- "Service brake"** means the foot brake or other brake which is normally used to decelerate a motor vehicle.
- "Single axle"** means—
- (a) one axle; or
 - (b) 2 axles not more than 1 metre apart.
- "Tandem axle group"** means 2 consecutive axles—
- (a) the centres of which are not less than 1 metre and not more than 2 metres apart; and
 - (b) which relate to each other through a load sharing suspension system.
- "Tare mass"**, in respect of a vehicle, means the mass of the vehicle ready for service with all fluid reservoirs filled to nominal capacity except fuel, which shall be 10 litres (or nil in the case of a motor cycle), and all standard equipment and options fitted.

"Three wheeled motor vehicle" means a motor vehicle which has 3 wheels but does not include a motor cycle to which a side-car is attached.

"Trailer" means—

- (a) a vehicle, implement, machine or other structure without its own motive power which is capable of being drawn by a motor vehicle; and
- (b) A vehicle, implement, machine or other structure that is a trailer by virtue of a declaration under section 3 (2) (d) of the Act.

"Tri-axle group" means 3 consecutive axles—

- (a) the centres of the outermost of which are not less than 2 metres nor more than 3.2 metres apart; and
- (b) which relate to each other through a load sharing suspension system.

"Twinsteer axle group" means 2 consecutive single-tyred axles—

- (a) the centres of which are not less than 1 metre nor more than 2 metres apart; and
- (b) which are connected to the same steering mechanism.

"Wheel" means a wheel which, when the vehicle to which it is attached is in use, is in contact with the ground.

"Windscreen" means the main front windscreen of a vehicle but does not include a wind deflector or other subsidiary windscreen.

(2) In these Standards a reference to a distance between 2 lines means the distance measured at right angles between the lines when they are parallel.

(3) If an Australian Design Rule—

- (a) refers to another document that other document is to be taken as part of that Australian Design Rule; or
- (b) is the subject of any transitional provision it shall have effect subject to that transitional provision.

(4) On a vehicle all wheels whose centres lie within the space enclosed by 2 parallel transverse vertical planes extending across the full width of the vehicle one metre apart must, for the purposes of these Standards, be taken to be on one axle.

(5) In these Standards a reference to a vehicle includes its equipment.

PART 3—APPLICATION OF STANDARDS

Definitions—Part 3

301. In this Part—

- (a) a reference to a second edition Australian Design Rule is a reference to a document known as an Australian Design Rule incorporated in a 3 volume book issued by the Federal Department of Transport entitled "Australian Design Rules for Motor Vehicle Safety, Second Edition", as amended at the date of the making of these Standards; and
- (b) a reference to a third edition Australian Design Rule is a reference to a document known as an Australian Design Rule incorporated in a book issued by the Federal Department of Transport entitled "Australian Design Rules for Motor Vehicles and Trailers, Third Edition, Endorsed by the Australian Transport Advisory Council", as amended at the date of the making of these Standards.

Compliance with Australian Design Rules, Third Edition

302. (1) A vehicle within a class of vehicles to which a third edition Australian Design Rule applies must comply with that rule.

(2) A vehicle manufactured before 1 July 1988 must comply with any third edition Australian Design Rule applicable to that vehicle as specified in column 2 of the Schedule unless an exception specified in column 4 applies.

Compliance with Australian Design Rules, Second Edition

303. (1) A vehicle within a class of vehicles to which a second edition Australian Design Rule applies must comply with that rule.

(2) For the purpose of sub-clause (1) if the Australian Transport Advisory Council has recommended that a second edition Australian Design Rule should apply to a vehicle it must be taken that that vehicle must comply with the rule.

(3) Despite sub-clause (1)—

(a) clause 401 shall have effect in respect of a vehicle referred to in clause 401 (1) (e); and

(b) clause 602 shall have effect in respect of a vehicle fitted with glazing that complies with that clause—

instead of any relevant second edition Australian Design Rule.

(4) Sub-clause (1) does not apply if the requirement specified in the rule has been superseded by, or is inconsistent with a requirement of clause 302.

Compliance with General Standards

304. (1) A vehicle must comply with a relevant standard contained in Parts 4 to 13 (inclusive) of these standards.

(2) Sub-clause (1) does not apply if the requirement specified in the standard has been superseded by, or is inconsistent with a requirement of clause 302 or 303.

Compliance with Later Standards

305. If a vehicle does not comply with a standard, with which, by virtue of its date of manufacture, it is required to comply by Clause 302, 303 or 304 but does comply with a corresponding standard referred to in Clause 302 or 303 applicable to the same type of vehicle but manufactured at a later date, that later standard is to be taken to be the standard applicable to that vehicle.

Vehicles may be fitted with additional Equipment

306. (1) If a third edition Australian Design Rule permits a vehicle to be fitted with any equipment a vehicle may be fitted with that equipment although the vehicle may have been manufactured before the date specified in respect of that type of vehicle in that rule.

(2) For the purposes of third edition Australian Design Rule 44 a motor vehicle—

(a) that may be used as an emergency vehicle, as defined in the Road Safety (Traffic) Regulations 1988; or

(b) that is, or is to be used as a police vehicle; or

(c) that is, or is to be used by a public statutory authority in a way that could be hazardous to other vehicles or to pedestrians; or

(d) that is a tow truck licensed or intended to be licensed under the *Transport Act* 1983 as a tow truck—

is an emergency community service vehicle.

Personally Imported Vehicles

307. (1) In this clause a vehicle is a personally imported vehicle if it has been imported into Australia by a person who satisfies the Authority—

(a) that he or she lived continuously outside Australia for the 6 months immediately before the despatch of the vehicle to Australia; and

(b) that he or she is the beneficial owner of the vehicle; and

(c) that during the 3 months immediately before the despatch of the vehicle to Australia, he or she—

(i) was registered outside Australia as the owner of the vehicle; and

(ii) used the vehicle solely for domestic, pleasure or social purposes.

(2) The provisions of this Part, other than sub-clause (3) and (4) and clauses 302 (2) regardless of its date of manufacture, 303 (3), 304 and 306 do not apply to personally imported vehicles.

(3) The following Australian Design Rules apply in respect of personally imported vehicles as specified in columns 2 or 3 of the Table unless an exception specified in column 5 applies.

TABLE

Column 1	Column 2	Column 3	Column 4	Column 5
Item	No. of second edition Australian Design Rule	No. of third edition Australian Design Rule	Subject	Exceptions
1	5A; 5B	5	Seat Belt Anchorages	Only the anchorage number and location requirements apply
2	8	8	Safety Glazing	—
3	22; 22A	22	Head Restraints	Only the head restraint number, location and size requirements apply
4	34; 34A	5	Child Restraint Anchorages	Only the child restraint anchorage number, location accessibility and thread size and form requirements apply

(4) Seat belts of a type required by the anchorage system used in accordance with sub-clause (3) must be fitted with characteristics equal to those possessed by seat belts bearing—

- (a) the certification mark of the Standards Association of Australia; or
- (b) the certification mark of the British Standards Institution; or
- (c) the approved mark granted in accordance with ECE Regulation No. 16.

PART 4—OCCUPANT RESTRAINTS

Seat Belts

401. (1) This clause applies to a motor vehicle manufactured on or after 1 January 1951, unless the vehicle—

- (a) is a motor cycle; or
- (b) is a vehicle designed primarily for the carriage of goods (other than a panel van); or
- (c) has a gross vehicle mass exceeding 4.5 tonnes; or
- (d) is a bus; or
- (e) has a soft top and was registered as, or converted to, a soft top motor vehicle before 1 December 1986.

(2) A motor vehicle to which this clause applies must have securely fitted to its structure—

- (a) a seat belt for the use of the driver of the motor vehicle; and
- (b) a seat belt for the use of one front passenger seated adjacent to the side of the vehicle.

(3) If a seat belt referred to in sub-clause (2) was fitted on or before 18 February 1974 it must—

- (a) be of a type commonly known as lap, sash, lap and sash or harness; and
- (b) comply with the relevant standard of—
 - (i) the Standards Association of Australia; or
 - (ii) the British Standards Institution or the American Society of Automotive Engineers; or
 - (iii) a body in the country where the belt was manufactured equivalent to one of the bodies specified in paragraph (i) and (ii).

(4) If a seat belt referred to in sub-clause (2) was fitted after 18 February 1974 it must—

- (a) be of a type commonly known as lap and sash or harness; and
- (b) be of a standard which at the time the belt was fitted complied with Standard E35 Part I or II 1970 or Standard AS 2596-1983 of the Standards Association of Australia.

PART 5—ANCHORAGES FOR OCCUPANT RESTRAINTS**Seat Belt Anchorages—Pre 1969 Vehicles**

501. (1) This clause applies to a passenger car and a utility manufactured on or after 1 October 1964.

(2) A motor vehicle to which this clause applies must have securely fitted to its structure anchorage fittings which will enable seat belts to be securely attached to the fittings for—

- (a) the driver; and
- (b) one front passenger seated adjacent to the side of the vehicle.

PART 6—SAFETY GLAZING MATERIAL**Windscreens, etc.**

601. (1) In this clause "approved material" means material which has characteristics equal to those possessed by relevant material specified in any of the following standards:

- (i) Australian Standard AS R 1-1965—Safety Glass for Land Transport.
- (ii) Australian Standard AS R 1-1968—Safety Glass for Land Transport, together with all amendments applicable as at November 1970.
- (iii) Australian Standard AS2080-1977—Safety Glass for Vehicles.
- (iv) British Standards Institution—BS 857:1967 Specification for Safety Glass for Land Transport, read with Amendments 1, 2, 3, 4.
- (v) British Standards Institution—BS 5282:1975 Road Vehicle Safety Glass, read with Amendments 1 and 2.
- (vi) Economic Commission for Europe—Regulation No. 43—Uniform provisions concerning approval of Safety Glazing and Glazing Materials for Installation on Power Driven Vehicles and their Trailers.
- (vii) British Standards Institution—BS AU178:1980—Road Vehicle Safety Glass.
- (viii) Japanese Industrial Standard—JIS R 3211-1979 Safety Glasses for Road Vehicles.
- (ix) American National Standard—ANSI Z26.1-1980—Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways.

(2) The windscreen of a motor vehicle manufactured on or after 1 July 1953, and any windscreen fitted to a motor vehicle after 1 July 1953, must be made of an approved material.

(3) Any transparent material used in a screen or other structure which separates the driver of a motor vehicle, whether wholly or partly, from the passenger compartment of the vehicle must be made of approved material if—

- (a) the motor vehicle was manufactured on or after 1 July 1953; or
- (b) the material was fitted to the screen or other structure on or after 1 July 1953.

Window Tinting

602. (1) The glazing in a motor vehicle must not have—

- (a) a luminous transmittance of less than—
 - (i) 85% in the case of a windscreen of a vehicle manufactured after 1971 or a windscreen fitted after 1971; or
 - (ii) 70% in any other case; or
- (b) a reflectance of more than 10%.

(2) Sub-clause (1) (a) does not apply—

- (a) in respect of that area of a windscreen which is—
 - (i) above the highest point of the windscreen in front of the driver's seating position swept by a windscreen wiper; or
 - (ii) the top 10% of the windscreen as measured in front of the driver's seating position—being whichever area is the greater; or
- (b) to glazing behind the driver's seating position in the motor vehicle, if—
 - (i) the glazing has a luminous transmittance of 35% or higher; and
 - (ii) the motor vehicle is equipped with at least one external rear vision mirror on each side which complies with these standards.

(3) In this clause "glazing" means any transparent material or combination of transparent materials fitted to the front, sides or rear of a vehicle and available to the driver or any passenger in the vehicle to obtain a view of the road.

PART 7—LIGHTING AND SIGNALLING DEVICES
DIVISION 1—LAMPS, ETC.

Prevention of Glare

701. A lamp fitted to a vehicle must be constructed and adjusted so that it—

- (a) efficiently diffuses the light of the lamp; and
- (b) except in the case of an undipped head lamp—prevents any glare which could adversely affect the vision of a person approaching or being approached by the vehicle.

Unauthorised Lamps and Reflectors Not Allowed

702. A vehicle must not have fitted to it—

- (a) a lamp; or
- (b) a reflector—

that is not required or permitted by these Standards.

General Provision—Pairs of Lamps

703. Unless these Standards allow otherwise, if a pair of lamps are fitted to a vehicle they must be fitted so that their centres are at the same height above ground level.

General Provisions—Head Lamps and Additional Head Lamps

704. (1) A head lamp or additional head lamp fitted on a vehicle, when lit, must—

- (a) show no light except a white light; and
- (b) project its main beam of light ahead of the vehicle; and
- (c) illuminate the highway ahead of the vehicle.

(2) If a vehicle has 2 headlamps fitted to it they must—

- (a) put out an approximately equal amount of light; and
- (b) except in the case of motor cycles—be fitted so that their centres are—
 - (i) towards opposite sides of the front of the vehicle; and
 - (ii) equidistant from the longitudinal axis of the vehicle; and
 - (iii) not less than 60 centimetres apart.

(3) If a vehicle has one or 2 pairs of additional headlamps fitted to it the corresponding pairs must—

- (a) put out an approximately equal amount of light; and
- (b) except in the case of motor cycles—be fitted so that their centres are—
 - (i) towards opposite sides of the front of the vehicle; and
 - (ii) equidistant from the longitudinal axis of the vehicle.

(4) A headlamp, additional headlamp or front fog lamp fitted to a vehicle manufactured on or after 1 July 1953, must be fitted so that—

- (a) the centre of the lamp is—
 - (i) not more than 1.4 metres above ground level; and
 - (ii) in the case of a headlamp—not less than 50 centimetres above ground level; and
 - (iii) in the case of fog lamps—no higher than the centre of any head lamp or additional head lamp; and
- (b) the light from the lamp does not reflect off the vehicle into the driver's vision.

Dipping Device

705. (1) A motor vehicle manufactured after 1934 must be fitted with—

- (a) head lamps which provide an undipped beam of light; and
- (b) head lamps which provide a dipped beam of light; and
- (c) a dipping device.

(2) The head lamps referred to in sub-clause 1 (a) and (b) may be combined or separate.

- (3) Sub-clause (1) does not apply to—
- (a) a motor cycle with an engine capacity of 150 cubic centimetres or less; or
 - (b) a vehicle which is incapable of going at a speed exceeding 60 kilometres an hour.
- (4) The main beam of light projected by any head lamp fitted to a vehicle not fitted with a dipping device must be dipped when lit.

Effective Range of Head Lamps, etc.

706. (1) A head lamp on a motor vehicle fitted with a dipping device must have an effective range of not less than 50 metres when the dipping device is not in use and not less than 25 metres when it is in use.

(2) A head lamp of a motor vehicle not fitted with a dipping device must have an effective range of not less than 25 metres.

(3) Sub-clauses (1) and (2) do not apply to a motor cycle with an engine capacity of 150 cubic centimetres or less but a head lamp on such a vehicle must have an effective range of not less than 12 metres.

Head Lamps on Motor Vehicles

707. (1) A motor vehicle must have 2 head lamps fitted to it.

(2) Sub-clause (1) does not apply to—

- (a) a three-wheeled motor vehicle steered by means of a handle bar or handle bars; or
- (b) a motor cycle.

Head Lamps on Three-Wheeled Motor Vehicles

708. (1) A three-wheeled motor vehicle steered by means of a handle bar or handle bars must have one head lamp fitted to it but may have 2 head lamps fitted to it.

(2) If a vehicle referred to in sub-clause (1) has one head lamp fitted to it that lamp must be in the centre of the front of the vehicle.

Head Lamp on Motor Cycle

709. (1) A motor cycle must have one head lamp fitted to it but may have 2 head lamps fitted to it.

(2) If a motor cycle has one head lamp fitted to it that lamp must be in the centre of the front of the vehicle.

(3) If a motor cycle has 2 head lamps fitted to it they must be on the front of the vehicle—

- (a) one above the other in the centre of the vehicle; or
- (b) side by side at the same height above ground level so that their centres are equidistant from the longitudinal axis of the vehicle.

Additional Head Lamps

710. (1) A motor vehicle which is required by clause 707 (1) to have 2 head lamps fitted to it may also have fitted to it—

- (a) 2 additional head lamps; or
- (b) 2 pairs of additional head lamps.

(2) A motor vehicle which is required by clause 708 (1) or 709 (1) to have one head lamp fitted to it may also have fitted to it one or 2 additional head lamps.

(3) An additional head lamp fitted to a vehicle—

- (a) must not be capable of being alight (unless dipped) when a head lamp fitted to the vehicle is dipped; and
- (b) except in the case of a motor cycle—must not be further from the longitudinal axis of the vehicle than a head lamp that is capable of being dipped.

Front Lamp on Side-Car

711. (1) If a side-car is attached to a motor cycle the side-car must have fitted to it a lamp, not exceeding 7 watts, which, when lit, shows a white light visible 200 metres from the front of the side-car.

(2) The lamp referred to in sub-clause (1) must be fitted so that no part of the side-car projects for more than 30 centimetres laterally beyond the centre of the lamp on the left side of the side-car.

Parking Lamps (Front Position Lamps)

712. (1) A motor vehicle (other than a motor cycle) must have fitted towards each side of the front of the vehicle a lamp, not exceeding 7 watts, which, when lit, shows a white light visible 200 metres from the front of the vehicle.

(2) If the lamps referred to in sub-clause (1) are fitted to a motor vehicle manufactured on or after 1 July 1953 they must be fitted so that—

- (a) their centres are equidistant from the longitudinal axis of the vehicle; and
- (b) no part of the vehicle projects on the side either lamp is fitted for more than 51 centimetres laterally beyond the centre line of that lamp; and
- (c) their centres are not less than 60 centimetres apart.

(3) If the lamps referred to in sub-clause (1) are fitted to a motor vehicle manufactured on or after 1 January 1970 they must be wired so that—

- (a) if already lit, they remain lit; or
- (b) if not already lit, they become lit—

when any head lamp or additional head lamp on the vehicle is lit.

(4) A motor cycle may have one or two lamps of the type referred to in sub-clause (1) but need not comply with sub-clause (2).

Daytime Running Lamps

713. (1) A motor vehicle may be fitted with 2 daytime running lamps.

(2) The lamps referred to in sub-clause (1) must be fitted towards each side of the front of the motor vehicle so that—

- (a) their centres are equidistant from the longitudinal axis of the vehicle; and
- (b) no part of the vehicle projects on the side either lamp is fitted for more than 51 centimetres laterally beyond the centre line of that lamp; and
- (c) their centres are not less than—
 - (i) 60 centimetres apart; or
 - (ii) in the case of a motor cycle—30 centimetres apart.

(3) The lamps referred to in sub-clause (1) must not exceed 21 watts and must be wired so that—

- (a) they become lit when the ignition or electrical control switch is in the "engine on" position and the head lamp or parking lamp control is in the "lamp off" position; and
- (b) they are extinguished when a parking lamp is lit.

(4) The lamps referred to in sub-clause (1) must be—

- (a) white; or
- (b) in the case of a motor cycle—white or amber.

(5) The lamps referred to in sub-clause (1) must, when lit, be visible from the front of the vehicle.

Rear Red Lamps (Tail Lamps)

714. (1) A vehicle must have fitted to its rear—

- (a) in the case of a vehicle (other than a motor cycle) manufactured after 7 March 1972—2 lamps; and
- (b) in any other case—1 lamp—

not exceeding 7 watts, which, when lit, show or shows red light visible 200 metres from the rear of the vehicle.

(2) A vehicle may have fitted to its rear more lamps of the type referred to in sub-clause (1) than is specified in that sub-clause.

(3) A lamp of a type referred to in sub-clause (1) must be fitted so that the centre of the lamp is not more than 1.5 metres above ground level.

(4) If a vehicle has fitted to it one lamp of the type referred to in sub-clause (1) it must be fitted in the centre or to the right side of the centre of the rear of the vehicle.

(5) If a vehicle has fitted to it an even number of lamps of the type referred to in sub-clause (1) they must be fitted symmetrically on each side of the longitudinal axis of the vehicle.

(6) If a vehicle has fitted to it an odd number of lamps of the type referred to in sub-clause (1), one must be fitted in the centre of the rear of the vehicle or placed so as to illuminate with a white light the number plate of the vehicle and the others must be fitted symmetrically on each side of the longitudinal axis of the vehicle.

(7) A vehicle fitted with lamps of a type referred to in sub-clause (1) may have fitted to it additional lamps of the type referred to in that sub-clause if they are fitted so that the centres of the lamps are more than 1.5 metres above ground level.

Number Plate Lamps

715. (1) A vehicle must have fitted to its rear a lamp or lamps which, when lit, illuminate with white light a number plate fitted to the rear of the vehicle so that during the hours of darkness any letter, figure or symbol on the number plate is easily discernible 20 metres from the rear of the vehicle.

(2) A lamp referred to in sub-clause (1)—

- (a) may be combined with a lamp referred to in clause 714; and
- (b) must not project white light to the rear of the vehicle otherwise than by reflection; and
- (c) must not obscure the number on the number plate lit by the lamp.

Wiring of Rear Red Lamp and Number Plate Lamp

716. A rear red lamp referred to in clause 714 and a number plate lamp referred to in clause 715 must—

(a) be wired so that—

- (i) if already lit, it will remain lit; or
- (ii) if not already lit, it becomes lit;

when a head lamp, additional head lamp or parking lamp on the vehicle is lit; or

(b) have a controlling switch which cannot be operated unless the vehicle to which the lamp is fitted is stopped.

Clearance Lamps—Front

717. (1) A—

- (a) motor vehicle that is 2.2 metres wide or more; or
- (b) a prime mover (whatever its width),

must have fitted to each side of it a lamp, not exceeding 7 watts, which, when lit, shows an amber light visible 200 metres from the front of the vehicle.

(2) A lamp referred to in sub-clause (1) must be fitted so that no part of the vehicle projects on the side to which the lamp is fitted for more than 15 centimetres laterally beyond the centre of the lamp.

(3) A lamp referred to in sub-clause (1) fitted to a vehicle manufactured on or after 1 July 1953 must be fitted so that the centre of the lamp is at least 75 centimetres higher than the centre of any head lamp or additional head lamp fitted to the vehicle.

(4) Lamps referred to in sub-clause (1) may be fitted to any vehicle exceeding 2 metres in width.

(5) A lamp referred to in sub-clause (1) may be mounted on an external rear vision mirror or a mirror support if no part of the lens of the lamp is visible, when the mirror is correctly adjusted, to a person seated in the normal driving position of the vehicle.

External Cabin Lamps

718. (1) If a motor vehicle has clearance lamps fitted to it in accordance with clause 717 it may also have fitted to or above the roof of its cabin not more than 5 additional forward facing lamps, each not exceeding 7 watts, symmetrically spaced about the vehicle's longitudinal centre line.

(2) The lamps referred to in sub-clause (1) must—

- (a) show an amber light when lit; and
- (b) have centres at least 12 centimetres apart.

Clearance Lamps—Rear

719. (1) A vehicle that is 2.2 metres or more wide must have fitted towards each side of its rear a rear clearance lamp, not exceeding 7 watts, which, when lit, shows a red light visible 200 metres from the rear of the vehicle.

(2) A lamp referred to in sub-clause (1) must be fitted so that no part of the vehicle projects on the side to which the lamp is fitted for more than 15 centimetres laterally beyond the centre of the lamp.

(3) Lamps referred to in sub-clause (1) may be fitted to any vehicle exceeding 2 metres in width.

(4) The requirements of this clause are additional to the requirements of clause 714.

Side Marker Lamps

720. (1) A vehicle may have fitted to each side of it side marker lamps, not exceeding 7 watts, which, when lit, show amber light to the front of the vehicle and red light to the rear of the vehicle visible, in each case, 200 metres from the vehicle.

(2) A trailer that is 2.2 metres wide or more (other than a pole-type trailer) or a semi-trailer (whatever its width) must have fitted to each side of it—

(a) if its length exceeds 7.5 metres—at least 3 lamps of a type referred to in sub-clause (1); and

(b) in any other case—at least 2 lamps of a type referred to in sub-clause (1).

(3) Unless sub-clause (4) applies, a pole-type vehicle must have one lamp of a type referred to in sub-clause (1) fitted to each side of—

(a) the cross bar or bolster of the drawing vehicle; and

(b) the cross bar or bolster of the trailer.

(4) If a pole-type trailer has 2 cross bars or bolsters fitted to it—

(a) a lamp which, when lit, shows an amber light to the front must be fitted to each side of the foremost of the cross bars or bolsters; and

(b) a lamp which, when lit, shows a red light to the rear must be fitted to each side of the rearmost of the cross bars or bolsters.

(5) A lamp referred to in sub-clause (4) must—

(a) not exceed 7 watts; and

(b) be visible 200 metres from the front or rear of the vehicle, as the case may be.

(6) If lamps referred to in sub-clause (1) are fitted to a vehicle (other than on a cross bar or bolster of a pole-type vehicle) they must be fitted so that—

(a) the centre of the foremost lamp—

(i) if it is fitted to a motor vehicle—is towards the front of the vehicle with no part of the lens visible to the driver; or

(ii) if it is fitted to a trailer—is not more than 30 centimetres from the foremost point of the side of the trailer; and

(b) the centre of the rearmost lamp is not more than 30 centimetres from the rearmost point of the side; and

(c) the centre of any other lamp is equidistant from the centres of the lamps between which it is placed.

(7) If the construction of a vehicle prevents compliance with sub-clause (6) (a) (ii) or (b) the lamps must be as close as possible to the front or rear of the vehicle, as the case may be, and if the front and rear lamps are less than 2.5 metres apart only the rearmost lamps need to be fitted.

(8) A lamp referred to in sub-clause (1) must be fitted so that no part of the vehicle projects on the side to which the lamp is fitted for more than 15 centimetres laterally beyond the centre of the lamp.

(9) A lamp referred to in sub-clause (1) must be fitted to a vehicle so that—

(a) its centre is not more than 2 metres above ground level; and

(b) so far as practicable, it is at the same height above ground level as any other lamp of the same type fitted to the vehicle.

(10) A lamp referred to in sub-clause (1) being the rearmost lamp of that type fitted to a vehicle, may also be a rear clearance lamp referred to in clause 719.

(11) A vehicle fitted with lamps of a type referred to in sub-clause (1) may have fitted to it additional lamps of the type referred to in that sub-clause if they are fitted so that the centres of the lamps are more than 2 metres above ground level.

Brake Lamps (Stop Lamps)

721. (1) A—

(a) motor vehicle (other than a motor cycle) manufactured after 1934 and before 7 March 1972; and

- (b) motor cycle with an engine capacity exceeding 150 cubic centimetres and manufactured after 1934; and
 - (c) trailer manufactured before 7 March 1972; and
 - (d) tractor manufactured after 1934—
must have at least one brake lamp fitted to its rear.
- (2) A—
- (a) motor vehicle (other than a motor cycle or tractor); or
 - (b) a trailer—
manufactured on or after 7 March 1972 must have at least 2 brake lamps fitted to its rear.
- (3) A vehicle may have fitted to its rear more lamps of the type referred to in sub-clause (1) or (2) than is specified in those sub-clauses.
- (4) If one lamp is fitted to a vehicle in accordance with sub-clause (1) it must be fitted in the centre of the rear of the vehicle or to the right side of the rear of the vehicle.
- (5) If an even number of lamps referred to in sub-clause (1) or (2) are fitted to a vehicle they must be fitted symmetrically on each side of the longitudinal axis of the vehicle.
- (6) If an odd number of lamps referred to in sub-clause (1) or (2) are fitted to a vehicle one must be fitted in the centre of the rear of the vehicle and the others must be fitted symmetrically on each side of the longitudinal axis of the vehicle.
- (7) A lamp referred to in sub-clause (1) or (2) must—
- (a) when lit, display a red light visible at any time of the day, 30 metres from the rear of the vehicle; and
 - (b) be fitted so that the centre of the lamp is not more than 1.5 metres or less than 35 centimetres above ground level.
- (8) A lamp referred to in sub-clause (1) or (2) must be lit—
- (a) if the lamp is fitted to a motor vehicle—when the service brake of the vehicle is applied (except when the device which starts or stops the engine of the vehicle is in a position which makes it impossible for the engine to operate); or
 - (b) if the lamp is fitted to a trailer—
 - (i) when any device which independently actuates the brakes fitted to the trailer is applied; and
 - (ii) when the lamp of the towing vehicle is lit in accordance with paragraph (a).
- (9) A lamp referred to in sub-clause (1) or (2) may be operated by the sudden deceleration of the vehicle.
- (10) A device operating a brake lamp in accordance with sub-clause (9) must not—
- (a) interfere with the operation of the lamp as required by sub-clause (8); or
 - (b) cause the brake lamp to remain lit if a malfunction of the device occurs.
- (11) Despite sub-clauses (1) and (2) a lamp of a type referred to in those sub-clauses is not required to be fitted to a trailer with a tare mass of 250 kilograms or less if the dimensions of the trailer are such that the trailer is unlikely to obscure the lamps fitted to any towing vehicle in accordance with sub-clause (1) or (2).
- (12) A vehicle fitted with lamps of a type referred to in sub-clause (1) or (2) may have fitted to it additional lamps of the type referred to in that sub-clause if they are fitted so that the centres of the lamps are more than 1.5 metres above ground level.

Reversing Lamps

722. (1) A vehicle may have fitted to its rear one or 2 reversing lamps which, when lit, show white or amber light to the rear of the vehicle.
- (2) A lamp referred to in sub-clause (1) must be fitted so that—
- (a) its centre is not more than 1.2 metre above ground level; and
 - (b) its main beam of light strikes the ground not more than 5 metres from the rear of the vehicle.
- (3) A lamp referred to in sub-clause (1) must be wired so that it cannot be alight except when the vehicle is reversing or when any reversing gear is engaged.

Turn Signal Lamps**723. (1) A vehicle—**

- (a) if manufactured before 1 September 1966—may be fitted with turn signal lamps; or
- (b) if manufactured on or after 1 September 1966—must be fitted with turn signal lamps.

(2) If turn signal lamps referred to sub-clause (1) are fitted to a motor vehicle they must consist of—

(a) 2 pairs of lamps—

- (i) with one pair being fitted on or towards the front of the vehicle and the other pair being fitted on or towards the rear of the vehicle so that, when lit, they are visible, at any time of the day, 30 metres from the front or rear of the vehicle, as the case may be; and
- (ii) with each lamp in a pair being on opposite sides of, and equidistant from any point on the longitudinal axis of the vehicle; or

(b) if the vehicle does not exceed 7.5 metres in length and was manufactured before 1 September 1966 or is a tractor—one pair of lamps, with the lamps being on either side of the vehicle equidistant from the longitudinal axis of the vehicle so that, when lit, they are visible, at any time of the day 30 metres from both the front and rear of the vehicle.

(3) if—

- (a) a motor vehicle exceeds 7.5 metres in length; or
- (b) is a prime mover—

at least one pair of lamps fitted on or towards the front of the vehicle in accordance with sub-clause (2) (a) (i) must, when lit, be visible, at any time of the day, 30 metres from the rear of the vehicle.

(4) If turn signal lamps referred to in sub-clause (1) are fitted to a trailer they must consist of 2 lamps mounted on or towards the rear of the trailer on opposite sides of and equidistant from any point on the longitudinal axis of the trailer, each of which, when lit, being visible, at any time of the day, 30 metres from the rear of the trailer.

(5) A vehicle (other than a motor cycle) may be fitted with additional pairs of lamps of a type referred to in sub-clause (1) if each lamp of the pair is on opposite side of the vehicle and equidistant from any point on the longitudinal axis of the vehicle.

(6) A lamp referred to in sub-clause (1) must—

- (a) when operating display regular intermittent flashes of light at a rate of not less than 60 nor more than 120 flashes a minute; and
- (b) be fitted to the vehicle so that the centre of the lamp is not less than 35 centimetres nor more than 2 metres above ground level; and
- (c) be controlled by a switch located so that it can be operated by a person in the driving seat of the vehicle; and
- (d) be wired to an audible or visible tell-tale indicator in the vehicle which indicates to the driver of the vehicle that the lamp is operating; and
- (e) not have its centre less than 75 centimetres or, in the case of a motor cycle 30 centimetres, from the centre of a corresponding lamp on the other side of the vehicle; and
- (f) be lit and extinguished at the same time as any other lamp of the same type mounted on the same side of the vehicle.

(7) The flashes of light referred to in sub-clause (6) (a) must—

- (a) if the light from the lamp shows to the front of the vehicle—be white or amber; or
- (b) if the light from the lamp shows to the rear of the vehicle be—
 - (i) amber; or
 - (ii) if the vehicle was manufactured before 1 January 1960—amber or red; or
- (c) if the light from the lamp shows to the side of the vehicle—be amber.

(8) If—

- (a) a vehicle is fitted with lamps referred to in sub-clause (1); and—
- (b) those lamps display only amber light to the front and rear of the vehicle,

the vehicle may be fitted with equipment which can cause those lamps to operate simultaneously on both sides of the vehicle if the operation of the lamps in this manner is indicated to the driver by a visible or audible signal.

(9) A motor vehicle manufactured before 1 September 1966, and not fitted with lamps of a type referred to in sub-clause (1) may be fitted with directional indicators which—

- (a) consist of illuminated amber signs with an illuminated length of not less than 15 centimetres and an illuminated breadth of not less than 25 millimetres and not more than 50 millimetres which—
 - (i) when in operation—are retained horizontally; and
 - (ii) when not in operation—are retained in such a position as to be unlikely to mislead the driver of any other motor vehicle or any other person; and
- (b) are fitted to the motor vehicle not less than 75 centimetres nor more than 2 metres above ground level on opposite sides of and equidistant from any point on the longitudinal axis of the vehicle in such a position that the driver of the vehicle, from the normal driving position, can by direct view or by means of a mirror or other device fitted to the vehicle readily ascertain whether the directional indicators are in operation; and
- (c) are controlled by a switch located so that the driver, from the normal driving position, can readily operate the directional indicators.

(10) A vehicle fitted with lamps of a type referred to in sub-clause (1) may be fitted with additional lamps of type referred to in that sub-clause if they are fitted so that their centres are more than 2 metres above ground level.

Front Fog Lamps

724. (1) A motor vehicle (other than a motor cycle or a three wheeled vehicle fitted with one head lamp) may have fitted on the front of it 2 fog lamps of approximately equal power fitted so that the centres of the lamps are—

- (a) on either side of the front of the vehicle equidistant from the longitudinal axis of the motor vehicle; and
- (b) not less than 60 centimetres apart.

(2) A—

- (a) motor cycle; or
- (b) a three wheeled motor vehicle fitted with one head lamp—

may have fitted to the front of it one fog lamp or a pair of fog lamps symmetrically mounted.

(3) A lamp referred to in sub-clause (1) or (2) must—

- (a) show white or amber light; and
- (b) be dipped; and
- (c) be capable of being lit and extinguished independently of any head lamp.

Rear Fog Lamps

725. (1) A vehicle may have fitted on its rear—

- (a) 2 rear fog lamps of approximately equal power fitted so that the centres of the lamps are—
 - (i) on opposite sides of and equidistant from the longitudinal centre line of the vehicle; and
 - (ii) the same height above ground level; or
 - (b) one rear fog lamp placed in line with or to the right of the longitudinal centre line of the vehicle.
- (2) A lamp referred to in sub-clause (1) must—
- (a) show a red light only; and
 - (b) not exceed 27 watts; and
 - (c) not be fitted more than 1.5 metres or less than 400 millimetres above ground level; and
 - (d) be fitted so that its centre is at least 100 millimetres from the centre of a brake or stop lamp fitted in accordance with clause 721; and
 - (e) have incorporated in its wiring an independent tell-tale lamp located in the driver's view which indicates when the lamp is lit.

Optional Side Facing Lamps

726. (1) A passenger car or passenger car derivative may have fitted on each side of it—

- (a) towards the front of the vehicle—a lamp which when lit shows—
 - (i) a white or amber light to the side or to the side and front of the vehicle; and

- (ii) no light to a driver approaching the vehicle from the rear; and
- (b) towards the rear of the vehicle—a lamp which when lit shows—
 - (i) a red light to the side or to the side and rear of the vehicle; and
 - (ii) no light to a driver approaching the vehicle from the front.
- (2) A lamp referred to in sub-clause (1) must not exceed 7 watts.

Interior Lamps

727. (1) A vehicle may be fitted with lamps which illuminate any interior part of the vehicle.
- (2) A lamp referred to in sub-clause (1) must not show any light other than that necessary for its purpose.

Signalling Devices

728. (1) This clause applies to motor vehicles not fitted with a brake lamp, turn signal lamps or directional indicators in accordance with clause 721 or 723.
- (2) A motor vehicle to which this clause applies must be fitted with a mechanical signalling device if—
- (a) its body work extends for a distance of 61 centimetres or more laterally to the right of the centre of the steering column of the vehicle; or
 - (b) the construction of the vehicle prevents the driver from signalling by means of a hand signal an intention—
 - (i) to turn or diverge the vehicle to the right; or
 - (ii) to stop or suddenly reduce the speed of the vehicle.
 - (3) A mechanical signalling device referred to in sub-clause (2) must—
 - (a) be fitted to the right side of the vehicle in a position where it can be readily operated by the driver of the motor vehicle from a normal driving position; and
 - (b) consist of a white or yellow representation of the human hand attached to an arm with the hand being not less than 15 centimetres in length and not less than half its length in width, with the thumb and fingers extended and touching; and
 - (c) be constructed so that the driver of the motor vehicle can readily cause it to be retained—
 - (i) in a neutral position so that it is unlikely to mislead the driver of any other vehicle or any other person; or
 - (ii) in a horizontal position with the palm of the hand facing forward to signal an intention to turn or diverge right; or
 - (iii) with the palm of the hand facing forward and the fingers pointing upwards to signal an intention to stop or reduce speed suddenly.
 - (4) When the mechanical signalling device referred to in sub-clause (2) is retained in the positions described in sub-clauses (2) (c) (ii) and (iii) the complete hand must be clearly visible from both the front and the rear of the vehicle and beyond its sides at a distance of 30 metres.

DIVISION 2—REFLECTORS

General Requirements for Reflectors

729. A reflector fitted to a vehicle must be capable of showing a red, amber or white reflection of light clearly visible 45 metres from the reflector when, between sunset and sunrise, light from a dipped head lamp which complies with these standards, is projected directly onto the reflector from that position.

Rear Reflectors—Motor Vehicles and Trailers, etc.

730. (1) A rear facing red reflector must be fitted towards each side of the rear of a vehicle (other than a motor cycle).
- (2) At least 4 red reflectors must be fitted to the rear-most cross bar or bolster of a pole-type trailer.
- (3) Additional red reflectors may be fitted to the rear of a vehicle.
- (4) Reflectors referred to in sub-clause (1), (2) and (3) must be fitted so that—
- (a) their centres are—
 - (i) not more than 1.5 metres above ground level; and
 - (ii) at the same height above the ground level; and

(b) a reflector is not more than 40 centimetres laterally beyond the side of the vehicle which is nearest to it.

(5) A vehicle fitted with reflectors of a type referred to in sub-clause (1) may be fitted with additional reflectors of a type referred to in that sub-clause if they are fitted so that their centres are more than 1.5 metres above ground level.

Rear Reflectors—Motor Cycles

731. (1) A motor cycle must have one red reflector fitted to its rear.

(2) Additional red reflectors may be fitted to the rear of a motor cycle.

Side Reflectors on Pole-type Trailers

732. Side facing red reflectors must be fitted at intervals of not more than 1.25 metres along the entire length of the left-hand and right-hand faces of the pole of every pole-type trailer.

Front Reflectors

733. (1) One or more front facing white or amber reflectors may be fitted towards each side of the front of a vehicle (other than a motor cycle).

(2) The reflectors referred to in sub-clause (1) must be fitted so that their centres are—

- (a) at the same height above ground level; and
- (b) equidistant from the longitudinal axis of the motor vehicle; and
- (c) not less than 60 centimetres apart.

(3) A motor cycle may have one or more amber or white reflectors fitted to its front.

(4) An amber or white reflector must be fitted towards each side of the front of—

- (a) a semi-trailer (other than a pole-type trailer); or
- (b) the foremost bolster of a pole-type trailer; or
- (c) a trailer that is 2.2 metres or more wide.

(5) Reflectors referred to in sub-clause (4) must be fitted so that—

- (a) their centres—
 - (i) are at the same height above ground level; and
 - (ii) are not more than 1.5 metres above ground level; and
- (b) no part of the vehicle projects on the side towards which a reflector is fitted for more than 15 centimetres laterally beyond the centre of the reflector.

Optional Side Reflectors

734. (1) A vehicle may be fitted with optional side facing reflectors.

(2) A reflector referred to in sub-clause (1) must—

- (a) if it is forward of the centre of the vehicle—be amber or white; and
- (b) if it is rearward of the centre of the vehicle—be—
 - (i) red; or
 - (ii) in the case of a motor cycle—amber or red.

PART 8—WINDSCREEN WIPERS AND WASHERS

Windscreen Wipers

801. (1) A motor vehicle fitted with a windscreen must be fitted with a device which can remove external moisture from that part of the windscreen that is immediately in front of the driver of the vehicle so that during wet driving conditions the driver has adequate vision of the roadway ahead of the vehicle.

(2) A motor vehicle—

- (a) fitted with a windscreen; and
- (b) manufactured on or after 1 January 1963—

must be fitted with a device which can remove moisture from the part of the windscreen that is immediately in front of the driver and the corresponding part of the windscreen to the left of the vertical centre line of the windscreen so that during wet driving conditions the driver has adequate vision of the roadway ahead of the motor vehicle.

(3) A device referred to in sub-clause (1) or (2) must—

- (a) be constructed and situated so that it can be controlled by the driver of the vehicle from a normal driving position; and
 - (b) be operated by electrical, pneumatic or other continuous mechanical means; and
 - (c) if operated by engine manifold vacuum—be provided with a vacuum reservoir or pump to maintain its efficient operation while the vehicle is in motion.
- (4) Sub-clause (2) does not apply to a motor vehicle fitted with a windscreen that does not extend to the left beyond the longitudinal centre line of the vehicle.
- (5) This clause does not apply to a motor vehicle fitted with a windscreen which permits the driver, while retaining a normal driving position, to obtain over the top, below or to a side of the windscreen adequate vision of the roadway ahead of the motor vehicle if the windscreen is obscured.

Windscreen Washers

802. (1) A motor vehicle—

- (a) manufactured on or after 1 September 1966; and
- (b) required by clause 801 to be fitted with a windscreen wiper—

must be fitted with a device which can direct water onto the exterior of the windscreen within the area swept by the wiper so that when the wiper is operating water can be dispensed to the whole area swept by the wiper.

(2) The device referred to in sub-clause (1) must be capable of being operated by the driver from a normal driving position.

PART 9—TYRES AND RIMS

General Tyre and Rim Requirements

901. (1) The tyres and rims fitted to an axle of a vehicle must be of sufficient size and capacity to carry the portion of the gross mass of the vehicle transmitted to that axle.

(2) The tyres of a vehicle must not be fitted with cleats or any other gripping devices which could damage the road surface.

Provision of Pneumatic Tyres

902. A vehicle must be fitted with pneumatic tyres.

Carcass Construction

903. (1) Each tyre fitted to the same axle of a vehicle with a gross vehicle mass not exceeding 4.5 tonnes must be of the same type of carcass construction.

(2) Tyres referred to in sub-clause (1) may vary in respect of cord materials and number of plies.

Tyre Condition

904. A tyre fitted to a vehicle must—

- (a) be free of any apparent defect which could make the use of the vehicle unsafe; and
- (b) be suitable for highway use; and
- (c) have a pattern of tread around the whole circumference of the tyre.

PART 10—BRAKING SYSTEMS

General Requirements for Braking Systems

1001. (1) The braking system of a motor vehicle must be capable of stopping and decelerating the vehicle in accordance with the standard specified in clause 1006.

(2) The braking system of a vehicle must have provision to adjust the brakes to take account of normal wear.

Brakes on Motor Vehicle

1002. (1) A motor vehicle (other than a motor cycle) must be fitted with a braking system providing service braking, emergency braking and parking braking comprising brakes fitted to all wheels of the vehicle and having 2 or more separate methods of actuation, these being arranged so that if one method of actuation fails there remains effective braking on not less than 2 wheels.

- (2) Despite sub-clause (1) a vehicle manufactured before 1953 may have 2 independent braking systems, each of which, when in operation, acts directly on—
- not less than half the number of wheels of the vehicle; or
 - if the vehicle has less than 4 wheels—2 wheels.
- (3) The service brake of a braking system of a motor vehicle referred to in sub-clause (1) and (2) must, when applied, act directly on the wheels of the vehicle and not through the vehicle's transmission (except that a shaft between a differential of a vehicle and a wheel is not to be regarded as part of the transmission of the vehicle for the purpose of this clause).
- (4) The parking brake of a braking system of a motor vehicle (other than a motor cycle) must—
- be activated by direct mechanical action without the intervention of any hydraulic, electrical or pneumatic device; and
 - be fitted with a locking device capable of holding the brake in the 'on' position; and
 - have its own separate control.
- (5) A parking brake may also be the emergency brake.
- (6) If 2 or more independent braking systems are fitted to a motor vehicle they must be arranged so that, when each system is independently operated, the brakes will be applied to all the wheels on at least one axle of the vehicle.

Brakes on Motor Cycle

1003. A motor cycle must be fitted with—

- 2 independent braking systems, one of which must be operated by a hand lever and the other by—
 - a foot pedal; or
 - if a motor cycle is equipped with a transmission or clutch which does not require the use of a hand while the vehicle is in motion—a hand lever; or
- one braking system which acts directly on both wheels of the motor cycle arranged so that, if a part of the system fails, effective braking remains on at least one wheel.

Brakes on Trailer

1004. (1) A trailer (other than a semi-trailer) with—

- 2 or more wheels; and
- a tare mass of 510 kilograms or more—

must be fitted with brakes that operate on not less than 2 wheels on any one axle of the trailer.

(2) A semi-trailer must be fitted with brakes that operate on all wheels of the semi-trailer.

(3) The brakes referred to in sub-clause (1) or (2) must be—

- so arranged that the driver of a motor vehicle to which the trailer may be attached may apply the brakes from a normal driving position; or
- except in the case of a semi-trailer—over-run brakes which—
 - operate on the wheels of the trailer; and
 - are activated by the deceleration of the motor vehicle to which the trailer is attached.

(4) Despite sub-clause (3) (b), over-run brakes of the type referred to in that sub-clause must not be fitted to a trailer with a gross vehicle mass exceeding 2.5 tonnes.

Vacuum, Air or Electric Brakes

1005. (1) If—

- vacuum operated brakes or air operated brakes are fitted to a motor vehicle; or
- vacuum assisted brakes or air assisted brakes are fitted to—
 - a motor vehicle with a gross vehicle mass of 6 tonnes or more; or
 - a bus with 12 seating positions or more—

there must be included in the braking system of the vehicle at least one vacuum tank or one air storage tank, as the case may be.

(2) A vacuum tank or air storage tank referred to in sub-clause (1) must—

- be designed to ensure that if the engine of the vehicle stops or the source of vacuum or air fails the service brake can be applied at least twice at the standard required by clause 1006; and

- (b) be provided with a visible or audible warning signal which indicates to the driver of the vehicle, while in a normal driving position, any loss or lack of vacuum or air that would prevent at least 2 applications of the service brake at the standard required by clause 1006; and
- (c) be safeguarded by a check valve or other device so that, if there is a failure or leakage in its connection to the source of vacuum or compressed air, the vacuum or air supply in the tank will not be depleted by the failure or leakage.
- (3) A trailer with a gross vehicle mass exceeding 2.5 tonnes or a semi-trailer (whatever its gross vehicle mass) must—
- (a) be fitted with brakes that—
- (i) operate automatically and promptly if the trailer breaks away from the towing motor vehicle; and
- (ii) remain in operation after any breakaway for at least 15 minutes; and
- (b) if fitted with vacuum operated or air operated brakes—be equipped with at least one vacuum tank or air storage tank as the case may be; and
- (c) If—
- (i) manufactured on or after 1 June 1962; and
- (ii) fitted with an air operated braking system—
- be fitted with an air brake operating system designed so that the air supply tank required to be fitted is safeguarded against back flow of air through the supply line; and
- (d) be provided with a visible or audible warning signal which indicates to the driver of the motor vehicle to which the trailer is attached while in a normal driving position any loss or lack of vacuum or air to prevent not less than one application of the brakes at the standard required by clause 1006.
- (4) If brakes of the type referred to in sub-clause (1) are fitted to a motor vehicle equipped to tow a trailer or semi-trailer that vehicle must be equipped with a means for providing that, if the trailer or semi-trailer breaks away, the brakes of the motor vehicle are capable of stopping the motor vehicle in the distance specified in clause 1006 in respect of parking or emergency brakes.

Performance Ability of Braking Systems

1006. (1) The stopping distances in Column 2 and the deceleration rates in Column 3 of the following Table must be capable of being achieved on a dry, smooth road surface free from loose material with one sustained application of the service brake, or parking or emergency brake, as the case may be.

TABLE

Column 1	Column 2	Column 3
Gross vehicle mass of vehicle	Metres to stop from 35 kilometres an hour	Deceleration in metres a second a second
Part 1 Service brake		
Less than 2.5 tonnes	11.0	4.3
2.5 tonnes or more	16.5	2.8
Part 2 Parking or emergency brake		
Less than 2.5 tonnes	27.0	1.7
2.5 tonnes or more	40.5	1.1

(2) The appropriate deceleration rate in Column 3 of the Table is the minimum rate required when the relevant brake is applied at any speed.

(3) The parking brake of a vehicle must be capable of holding the vehicle stationary on any up-grade or down-grade highway.

PART 11—GENERAL SAFETY REQUIREMENTS

Safety of Steering Gear

1101. The steering gear of a motor vehicle and all steering arms and connections must be incapable of accidental detachment or overlocking.

Mudguards for Motor Vehicles, Trailers, &c

1102. (1) A vehicle (other than a motor cycle) must have firmly fitted to it a mudguard for—

- (i) each wheel; or
 - (ii) if an axle is fitted with adjacent wheels—adjacent wheels.
- (2) Sub-clause (1) does not apply—
- (a) to a tractor; or
 - (b) to a straddle truck, fork-lift or similar vehicle on which it is unnecessary or impracticable to provide a mudguard; or
 - (c) to the rear wheels on a motor vehicle with a body of the tray type if the rearmost portion of the tray is below the level of the top of the tyres on the rearmost wheels; or
 - (d) if the body of a vehicle affords adequate protection against mud or water being thrown up to the rear of the vehicle.

Mudguards for Motor Cycles and Motor Cycle Side-Cars

1103. (1) A motor cycle must have firmly fitted to it a mudguard for its rearmost wheel.

(2) A side-car attached to the motor cycle must have firmly fitted to it a mudguard for the wheel on the left side of the side-car.

Warning Instrument

1104. (1) A motor vehicle must have fitted to it at least one horn or other device capable of giving audible and sufficient warning of the approach or position of the vehicle.

(2) A motor vehicle (other than a police vehicle or an emergency vehicle) must not have fitted to it a siren, bell, exhaust whistle, compression whistle, repeater horn, or other device capable of producing a sound resembling the sound of a siren, bell, exhaust whistle, compression whistle or repeater horn.

(3) Despite sub-clause (2), an anti-theft alarm producing a sound described in that sub-clause may be fitted to a vehicle if the device cannot be operated while the vehicle is moving.

(4) In this clause "repeater horn" means a device which generates a double sound alternating between tones or frequencies on a regular time cycle.

Warning Signs on Long Vehicles

1105. A motor vehicle that is less than 7.5 metres long, or a trailer that is part of trailer and motor vehicle combination that is less than 7.5 metres long, must not have fitted to its rear a sign incorporating the words 'DO NOT OVERTAKE TURNING VEHICLE', whether or not those words are incorporated in a rear marking plate.

PART 12—VEHICLE CONFIGURATION AND MARKING

Axle Configuration

1201. (1) A vehicle must have a configuration of axles in accordance with this clause.

(2) If the vehicle is a motor vehicle—the configuration must be—

- (a) a single axle or a twinsteer axle group towards the front of the vehicle; and
- (b) a single axle or one axle group towards the rear of the vehicle—

with the vehicle having no other axle or axle group.

(3) If the vehicle is a trailer (other than a semi-trailer or the rear section of an articulated bus)—the configuration must be—

- (a) a single axle or one axle group; or
- (b) (i) a single axle or one axle group towards the front of the vehicle with all the wheels on the axle or axle group connected to the steering mechanism for that part of the trailer; and
- (ii) a single axle or one axle group towards the rear of the vehicle—

with the vehicle having no other axle or axle group; and

(4) If the vehicle is a semi-trailer or the rear section of an articulated bus—the configuration must be a single axle or one axle group towards the rear of the vehicle with the vehicle having no other axle or axle group.

- (5) For the purposes of this clause—
- (a) if 3 axles have centres less than 2.0 metres apart they must be regarded as equivalent to a tandem axle group; and
 - (b) if 4 or more axles have centres not more than 3.2 metres apart they must be regarded as equivalent to a tri-axle group—
- if the axles relate to each other through a load sharing suspension system.
- (6) The requirements of this clause for load sharing suspension systems do not apply if the gross vehicle mass of a vehicle is less than 4.5 tonnes.

PART 13—FUEL SYSTEMS, ETC.

Crank Case Gases

1301. A motor vehicle (other than a motor cycle)—

- (a) manufactured on or after 1 July 1970; and
- (b) powered by a petrol engine—

must be constructed or fitted to prevent crank case gases from escaping into the atmosphere.

Exhaust System

1302. The engine of a motor vehicle with an internal combustion engine must be fitted with an efficient silencing device which is constructed so that all exhaust from the engine passes through the device.

L.P.G. Vehicles

1303. (1) In this clause "liquefied petroleum gas" means a liquid which is a mixture of hydrocarbons basically consisting of butanes or butenes or propane or propene or any mixture of all or any of them.

(2) A motor vehicle powered by liquified petroleum gas must comply with the relevant provisions of—

- (a) if modified or manufactured to run on liquified petroleum gas before 1 May 1980—the Australian Standard 1425-1973 "Use of LP Gas in Internal Combustion Engines" published by the Standards Association of Australia in 1973; or
- (b) if modified or manufactured to run on liquified petroleum gas on or after 1 May 1980 but before 1 March 1983—the Australian Standard 1425-1979 "Use of LP Gas in Internal Combustion Engines" published by the Standards Association of Australia in 1979; or
- (c) if modified or manufactured to run on liquified petroleum gas on or after 1 March 1983—the Australian Standard 1425-1982 "LP Gas Fuel Systems For Vehicle Engines" published by the Standards Association of Australia on 8 November 1982.

(3) In sub-clause (2) "relevant provisions" means sections 1, 2, 3 and 4 of the relevant Australian Standard, excluding in the case of—

- (a) Australian Standard 1425-1973—sub-sections 1.4, 2.4, 2.5.2, 2.8; or
- (b) Australian Standard 1425-1979—sub-sections 1.4 and 2.6; or
- (c) Australian Standard 1425-1982—sub-section 4.5.

(4) In the Australian Standards specified in sub-clause (2)—

- (a) "Statutory Authority" and "Authority" means the Authority; and
- (b) "Liquified Petroleum Gas" or "LP Gas" or "LPG" means liquified petroleum gas as defined in sub-clause (1).

(5) For the purposes of this clause—

- (a) a reference in Australian Standard 1425-1973—
 - (i) to Australian Standard CB4 or a provision of that Standard must be construed as a reference to Australian Standard 2030 or the corresponding provisions of that Standard, as the case may be; and
 - (ii) to Australian Standard CB20 or a provision of that Standard must be construed as a reference to Australian Standard 1596 or the corresponding provision of that Standard, as the case may be; and

- (b) AS 1425-1973 must be construed as if—
- (i) paragraph (c) of Rule 2.1 did not permit the use of a fuel container with a design pressure of less than 2.55 MPa; and
 - (ii) the word 'inverted' appearing in sub-paragraphs (i) and (ii) of paragraph (a) of Rule 2.3.3.2 were deleted; and
 - (iii) the Notes appearing immediately after Rules 2.5.1.4, 3.1.2.1, 3.1.4 and 4.2 were part of AS 1425-1973; and
 - (iv) the word 'should' appearing in Rules 3.1.7 and 3.1.8 and in the Notes appearing immediately after Rules 3.1.2.1 and 3.1.4 were the word 'must'; and
- (c) AS 1425-1979 must be construed as if—
- (i) Rule 2.1 did not permit the use of a fuel container of a colour other than white, silver or silver-grey and as if paragraph (c) of that Rule did not permit the use of a fuel container with a design pressure of less than 2.55 MPa; and
 - (ii) the expression '3L/min' appearing in paragraph (c) of Rule 2.3.3.1 were the expression '6L/min'; and
 - (iii) the notice which is required to be displayed by paragraph (d) of Rule 2.3.4 read: 'STOP FILLING WHEN LIQUID APPEARS'; and
 - (iv) the notes appearing immediately after Rules 1.5 (d), 2.3.5, 2.5.2 (c), 4.1 and 4.2 were part of AS 1425-1979; and
 - (v) the word 'should' appearing in Rules 3.1.7 and 3.1.8 were the word 'must'; and
- (d) AS 1425-1982 is to be construed as if the notes appearing immediately after clause 3.6.3 (e) (Note 1 only) and clause 3.7.2 (a) were part of AS 1425-1982.
- (6) A motor vehicle to which this clause applies must not have mounted on its roof a fuel container which is part of its fuel system.

Clause 302 (2)

SCHEDULE
Application of Third Edition
Australian Design Rules
to Vehicles Manufactured
before 1 July 1988

<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>	<i>Column 4</i>
<i>Item</i>	<i>No. and/or clause of third edition Australian Design Rule</i>	<i>Short Details</i>	<i>Exception</i>
1	13.6.101 45.3.6	Rear Marking Plates	
2	14	Rear Vision Mirrors	Only 14.4 (excluding clause 14.4.5) applies and shall apply to all vehicles except that clause 14.4.4 only applies to external mirrors and does not apply to passenger car derivatives and other vehicles with a gross vehicle mass less than 2 tonnes
3	42.5.1.1	Position of Steering Wheel	

4	42.5.2	Controls for Automatic Transmission	Only applies to vehicles manufactured after 1975
5	42.9	Internal and External Protrusions	
6	42.10	Field of view	
7	42.12.2	Mudguards on certain vehicles	Only applies to vehicles 2.2 metres wide or more
8	42.12.4	Visibility of Mudguards	
9	42.14	Ability to Travel Backwards	
10	42.15	Sleeper Berths	
11	43.2	Turning circle	
12	43.3.4	Fitting of Number Plates	
13	43.3.7	Visibility of Tray	
14	43.4.1	Length of Vehicle	
15	43.4.2	Rear Overhang of Vehicle	43.4.2.1.1 does not apply
16	43.4.3	Height of Vehicle	
17	43.4.4	Ground Clearance of Vehicle	
18	43.4.5	Width of Vehicle	
19	43.5	Projection of Equipment	43.5.1.1 does not apply
20	44.2.1	Taxi Requirements	(a) 44.2.1.2.1 does not apply to taxis equipped to carry wheelchairs (b) 44.2.1.4.2 does not apply (c) in 44.2.1.6.1.2 a rigid barrier must be fitted between the luggage space and the rearmost seat
21	44.2.2	Tow Truck Requirements	The total number of wheels required by 44.2.2.3.1 may be accommodated on either one or two rear axles
22	57	Special Requirements for Motor Cycles	57.2.3, 57.2.4, 57.2.5 and 57.2.9 do not apply

Road Safety (Traffic) Regulations 1988
PORTABLE WARNING DEVICES

Regulation 1205 (1) of the Road Safety (Traffic) Regulations 1988 provides that portable warning devices required to be carried on certain vehicles exceeding 4.5 tonnes be of a type approved by the Road Traffic Authority.

In accordance with that regulation I, Ian Johnston, delegate of the Road Traffic Authority approve portable warning devices which comply with the requirements of Australian Standard ASE38-1962, Portable Warning Signs for Motor Vehicles.

Dated 1 March 1988

IAN JOHNSTON
General Manager, Road Safety

Road Safety (Traffic) Regulations 1988
REFLECTORS ON BICYCLES

Regulation 1206 (1) of the Road Safety (Traffic) Regulations 1988 provides that a person must not use a bicycle under certain conditions unless it is fitted with a red reflector of a type approved by the Road Traffic Authority.

For the purposes of that regulation I, Ian Johnston, delegate of the Road Traffic Authority approve reflectors that comply with the requirements of Australian Standard AS 2142-1978, Reflectors for Pedal Bicycles.

Dated 1 March 1988

IAN JOHNSTON
General Manager, Road Safety

Road Safety (Traffic) Regulations 1988
REFLECTORS ON ANIMAL-DRAWN VEHICLES

Regulation 1207 of the Road Safety (Traffic) Regulations 1988 provides that red reflectors of a type approved by the Road Traffic Authority must be fitted to animal-drawn vehicles used on a carriageway between sunset and sunrise.

For the purposes of that regulation I, Ian Johnston, delegate of the Road Traffic Authority approve reflectors that comply with the requirements of one of the following standards—

Australian Standard AS 1906 (Part 1)—1976

—Retroreflective Materials

Australian Standard AS 1743-1975

—Road Signs

Society of Automotive Engineers Standard J 594e March 1970—Reflex Reflectors

Dated 1 March 1988

IAN JOHNSTON
General Manager, Road Safety

Road Safety (Traffic) Regulations 1988
APPROVED CHILD RESTRAINTS

Regulation 1501 of the Road Safety (Traffic) Regulations 1988 requires child restraints for children being carried in a motor vehicle on a highway to be of a type approved by the Road Traffic Authority.

For the purposes of that regulation I, Ronald Smith, delegate of the Road Traffic Authority approve child restraints that comply with the performance requirements of Australian Standard AS E46-1970 "Child Restraints for Passenger Cars" or, Australian Standard 1754-1975 "Child Restraints for Passenger Cars and Derivatives" as amended and the "GM Child Love Seat" Part No. 9677326.

Dated 1 March 1988

RONALD SMITH
Manager, Vehicle Standards and Investigations

Road Safety (Traffic) Regulations 1988
Road Safety (Vehicles) Regulations 1988

PROTECTIVE HELMETS FOR MOTOR VEHICLE USERS

Regulation 1503 (5) of the Road Safety (Traffic) Regulations 1988 and regulation 1004 of the Road Safety (Vehicles) Regulations 1988 require persons riding on or driving motor cycles and 2 and 3 wheeled motor vehicles to wear a protective helmet of a type approved by the Road Traffic Authority.

In accordance with those regulations I, Ronald Smith, delegate of the Road Traffic Authority approve helmets that comply with:

- (a) Australian Standard 1698-1974, Protective Helmets for Vehicle Users, approved by the Standards Association of Australia on 27 September 1974, as amended by Amendment No. 1 of September 1977 and Amendment No. 2 of May 1978, subject to the deletion of paragraph (g) of Clause 14 of the Standard, and inclusion in its place of the following paragraph:
'(g) The registered certification mark of the Standards Association of Australia encircled by the words "Approved to Australian Standard 1698";' or
- (b) Australian Standard 1698-1980 "Protective Helmets for Vehicle Users", subject to the deletion of paragraph (g) of Clause 14 of the Standard, and inclusion in its place of the following paragraph:
'(g) The registered certification mark of the Standards Association of Australia encircled by the words "Manufactured to Australian Standard 1698" '.

Dated 1 March 1988

RONALD SMITH
Manager, Vehicle Standards and Investigations

Road Safety (Vehicles) Regulations 1988
LOAD SHARING SUSPENSIONS

Regulation 105 of the Road Safety (Vehicles) Regulations 1988 requires axle group suspension systems to be load sharing and approved by the Road Traffic Authority.

For the purposes of that regulation I, Ronald Smith, delegate of the Road Traffic Authority approve the following types of axle groups as described and illustrated in the publication "A Guide to Heavy Vehicle Suspension Systems and Acceptable Axle Groups" published by the Australian Government Publishing Service:

- C.1 Four spring suspension—short rockers
- C.2 Four spring suspension—long rockers
- C.3 Four spring suspension—bellcranks and short pushrods
- C.4 Four spring suspension—bellcranks and long pushrods
- C.5 Four spring suspension—mechanical hydraulic linkage
- C.6 Four spring suspension—air levelled
- C.7 Single point suspension—6 rod type
- C.8 Single point suspension—upper laminated spring
- C.9 Single point suspension—lower laminated spring
- C.10 Single point suspension—dual laminated springs
- C.11 Parallelogram suspension—dual laminated springs
- C.12 Walking beam suspension—rigid beam
- C.13 Walking beam suspension—rigid beam
- C.14 Walking beam suspension—rigid beam
- C.15 Walking beam suspension—rigid beam
- C.16 Walking beam suspension—articulated beam
- C.17 Walking beam suspension—articulated beam
- C.18 Walking beam suspension—articulated beam
- C.19 Walking beam suspension—flexible beam
- C.20 Lazy axle—rigid balance beam
- C.21 Lazy axle—flexible balance beam
- C.23 Torsion bars
- C.24 Air suspension—trailing arms
- C.25 Air suspension—leading and trailing arms
- C.26 Air suspension—dual tyred drive axle and single tyred lazy axle

- C.27 Four spring suspension—geared bell cranks and pushrods
- D.1 Laminated springs—short rockers
- D.2 Air springs
- D.3 Wire rope and spring
- D.4 Beam and spring suspension
- E.1 Rubber in torsion—dual tyred drive axle and single tyred lazy axle
- E.2 Lazy axle—compound type (if fitted before 1 January 1981)

Dated 1 March 1988

RONALD SMITH

Manager Vehicle Standards and Investigations

Road Safety (Vehicles) Regulations 1988

EXEMPTION OF CERTAIN VEHICLES FROM CERTIFICATES OF ROADWORTHINESS

Regulation 628 of the Road Safety (Vehicles) Regulations 1988 provides that the requirements for certificates of roadworthiness do not apply to a vehicle not designed primarily for carrying passengers or goods on a highway and determined by the Road Traffic Authority to be a specially constructed vehicle.

For the purposes of that regulation I, John Trainor, delegate of the Road Traffic Authority declare the following types of vehicles to be specially constructed vehicles.

Asphalt Spreader	Line Marking Machine
Auto Header	Mini Paver
Back Actor	Motorised Wheel Chair
Back-end Loader	Mower
Back Hoe	Overhead Loader
Bean Harvester	Pavement Roller
Bottom Dump Truck	Paver
Bucket Loader	Paymower
Bull Dozer	Power Buggy
Bull Grader	Power Grader
Bull Loader Shovel	Rear Blade
Carry Lift Platform	Rear-end Loader
Coal Loader	Ripper
Concrete Dumper	Road Grader
Combine	Road Heater-Planer
Combine Harvester	Road Packer
Crawler Trencher	Road Paver
Digger	Road Roller
Ditcher	Road Sweeper
Dozer Shovel	Rock Ripper
Dragline Excavator	Rotary Mower
Dragline Shovel	Sand Cleaner
Drain Digger	Scarifier
Dumper	Scoop
Duo Pactor	Scoopmobile
Earth Ditcher	Scraper Dozer
Earth Scoop	Self-propelled Windrower
Excavator	Service Ditcher
Footpath Roller	Shovel Loader
Fork Lift	Skid
Fork Loader	Skidder
Front End Loader	Side Loader
Golf Buggy	Sprayer
Golf Car	Stone Loader
Grader	Street Sweeper
Grain Combine	Sweeper Loader
Grass Cutter	Towmotor
Harvester	Tractor
Hauler	Tractor-loader

Hay Bailer	Tractor Shovel
Header	Trailer Crane
Invalid Chair	Trench Digger
Invalid Runabout	Trencher
Lawn Roller	Trench Hoe
Lawn Sulky	Wheel Log Loader

Dated 1 March 1988

JOHN TRAINOR

Manager Vehicle Certification and Roadworthiness

Road Safety (Vehicles) Regulations 1988

GENERAL MASS AND DIMENSION PERMITS

Regulation 724 of the Road Safety (Vehicles) Regulations 1988 empowers the Road Traffic Authority, by notice in the *Government Gazette*, to allow vehicles which exceed mass or dimension limits prescribed in the Regulations to be used on highways.

In accordance with that regulation I, David Robert Hamilton delegate of the Road Traffic Authority, allow motor vehicles specified in column 1 of Part 1 of the following Schedule the mass and dimensions of which do not exceed the limits specified in the Parts of the Schedule noted in column 2 of Part 1 to be used on highways specified in the Parts of the Schedule noted in column 3 of Part 1 on condition that the vehicles comply with the requirements set out in the Parts of the Schedule noted in column 4 of Part 1.

THE SCHEDULE

PART 1—SPECIFIED VEHICLES

Column 1	Column 2	Column 3	Column 4
<i>Specified Vehicles</i>	<i>Specified Limits</i>	<i>Specified Highways</i>	<i>Specified Conditions</i>
Mobile Cranes	Part 2A	Parts 3, 3A	Parts 4, 4A
Long Motor Vehicles and Semi Trailer Combinations	Part 2B	Parts 3, 3B	Parts 4, 4B
Vehicles Carrying Indivisible Items and Some Agricultural Products	Part 2C	Parts 3, 3C	Parts 4, 4C
Motor Vehicles and Semi Trailer Combinations of the Low Loader Type Carrying Specified Items	Part 2D	Parts 3, 3D	Parts 4, 4D
Self Propelled Agricultural Machines and Agricultural Implements	Part 2E	Parts 3, 3E	Parts 4, 4E

Definitions

In this schedule—

“agricultural implement” means a machine without motive power of its own which is designed primarily to perform agricultural operations, and includes empty bulk bins for holding grain or fruit.

“agricultural machine” means a self-propelled machine designed primarily to perform agricultural operations.

“agricultural operations” include ploughing, cultivating, clearing or rolling land, sowing seed, spreading fertiliser, harvesting, crop spraying, chaff cutting, mowing, raking, baling and rolling fodder.

“built-up area”, in respect of a highway, means a highway along which there is—

(a) urban development; or

(b) provision for lighting by means of street lamps.

“escort vehicle” means a small motor vehicle displaying flashing or rotating amber lights and, on the roof, a yellow warning sign bearing on the front the legend “Wide Vehicle Following” or “Long Wide Vehicle Following” and on the rear the legend “Wide Vehicle Ahead” or “Long Wide Vehicle Ahead”. (The legends shall be in black in Australian Standard Lettering Series 150 BN or similar).

"indivisible item" means an item which cannot reasonably be divided into two or more items for road transport, and cannot be carried on an appropriate vehicle within the mass and dimension limits prescribed in the Regulations.

"long motor vehicle and semi trailer combination" means—

- (a) a motor vehicle and extendible semi trailer combination carrying one or more long indivisible items which exceed length limits but do not exceed width and height limits described in the Regulations; or
- (b) a motor vehicle and semi trailer combination of the low loader type if unladen or carrying one dolly semi trailer or one vehicle used to escort overdimensional vehicles or loads.

"metropolitan areas" means the areas comprising—

- (a) that part of Melbourne bounded by a 20 km radius of the GPO to the north and west of the Yarra River and by a 35 km radius of the GPO to the south and east of the Yarra River,
- (b) the City of Frankston, and
- (c) that part of Geelong within a 5 km radius of the Geelong Post Office.

"public holiday" means New Years Day, Australia Day, Labour Day, Good Friday, Easter Monday, Anzac Day, Queen's Birthday, Christmas Day and Boxing Day.

"tyre spacing" in relation to agricultural machines and implements is the distance between the outer sidewalls of the outer tyres on an axle.

PART 2A—MOBILE CRANES

Dimension Limits

Length: 14 metres
Width: 2.75 metres

Mass Limits

Axles and Axle Groups:

Single Axle:

2 Tyres (including a steer axle) 7.0 tonnes
4 tyres 10.0 tonnes

Twin-Steer Axle Group:

Without load sharing suspension 10.0 tonnes
With load sharing suspension 12.0 tonnes

Tandem Axle Group: (with load sharing suspension)

8 Tyres 20.0 tonnes

Tyre Limits:

The manufacturer's load rating for the tyre or 3.50 tonnes, whichever is the lesser.

Gross Mass Limit

- (a) the sum of the loads allowed on each axle or axle group; or
- (b) the axle, axle group or vehicle limits specified by the manufacturer; or
- (c) the load in tonnes numerically equal to three times the distance in metres from the front axle to the rear axle plus 15; or
- (d) 31 tonnes; whichever is the lesser.

PART 2B—LONG MOTOR VEHICLES AND SEMI TRAILER COMBINATIONS

Dimension Limits

Length: 23 metres

PART 2C—MOTOR VEHICLE AND SEMI-TRAILER COMBINATIONS OF THE LOW-LOADER TYPE CARRYING SPECIFIED ITEMS

Dimension Limits:

Length: 19 metres
Width: 3.5 metres

Height: 4.3 metres including the load. Vehicle only heights are restricted to 4.0 metres.

Rear Overhang: 4.3 metres for vehicles with a minimum length of 17.0 metres.

*Mass Limits:**Axles and Axle Groups:**Single Axle:*

2 Tyres (including a steer axle)	6.0 tonnes
4 Tyres	12.0 tonnes

Tandem Axle Group: (with load sharing suspension)

8 Tyres	18.5 tonnes
16 Tyres	21.0 tonnes

Tri-axle Group: (with load sharing suspension system)

12 Tyres or more	25.0 tonnes
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Tyre Limits:

The manufacturer's load rating for the tyre or 3.50 tonnes, whichever is the lesser.

Gross Mass Limit

A. Subject to B below the gross mass limit shall be the lesser of:

- (a) the sum of the loads allowed on each axle or axle group; or
- (b) the axle, axle group or vehicle or semi trailer limits specified by the manufacturer; or
- (c) the load in tonnes numerically equal to three times the distance in metres from the front axle to the rear axle plus 15; or
- (d) 49 tonnes.

B. The distance between the centre of the rear most axle of the prime mover and the foremost axle of the semi-trailer is not less than:

- in the case of a trailer with one or two axles, 6.0 metres; or
- in the case of a trailer with three axles, 7.0 metres.

PART 2D—VEHICLES CARRYING INDIVISIBLE ITEMS AND AGRICULTURAL PRODUCTS

(A) Vehicles carrying one indivisible item subject to the limits described below.

Dimension Limits:

Length: 19 metres for motor vehicle and semi trailer combination

Width: 3.5 metres

Height: 4.3 metres including the load. Vehicle only heights are restricted to 4.0 metres.

Rear Overhang: 4.3 metres for vehicles with a minimum length of 17.0 metres

(B) Motor vehicle or trailer carrying rolled, loose or sheaf hay, pea vines and eucalyptus leaves.

Dimension Limits:

Width: 3.5 metres

PART 2E—SELF PROPELLED AGRICULTURAL MACHINES AND AGRICULTURAL IMPLEMENTS

Multiple Articulations

More than one agricultural implement may be attached to a self propelled agricultural machine in the case of a tractor—harvester—cutting head trailer combination, or a tractor with multiple implements attached where such implements are normally attached when performing agricultural operations.

(A) Agricultural machinery operating in Northern and Western Victoria and other specified areas.

Dimension Limits:

Agricultural machine only

Length:	11 metres
Width:	5.0 metres
Height:	4.3 metres

Agricultural machine to which is attached one or more agricultural implements.

Length:	22.0 metres, or if width is less than 6.0 metres, 22.0 metres plus 1.0 metre for every 0.5 metre that the width is less than 6.0 metres, to a maximum of 29.0 metres.
Width:	6.0 metres
Height:	4.3 metres

Mass

On a single axle fitted with tyres inflated to a maximum pressure of 165 kpa:

- the sum of the load carrying capacity of the tyres; or
- if fitted with:
 - two tyres, 9.0 tonnes;
 - four tyres at a spacing exceeding 2.5 metres but not exceeding 3.5 metres, 10.5 tonnes;
 - four tyres at a spacing exceeding 3.5 metres, 12.0 tonnes.
 whichever is the lesser.

(B) Agricultural machinery operating in Southern Victoria.

Dimension Limits:

Agricultural machine only

Length:	11 metres
Width:	3.5 metres
Height:	4.3 metres

Agricultural machine to which is attached one or more agricultural implements.

Length:	17.5 metres, or if width is less than 5.0 metres, 17.5 metres plus 1.0 metre for every 0.5 metre that the width is less than 5.0 metres, to a maximum of 22.5 metres.
Width:	5.0 metres
Height:	4.3 metres

Mass

On a single axle fitted with tyres inflated to a maximum pressure of 165 kpa:

- the sum of the load carrying capacity of the tyres; or
- if fitted with:
 - two tyres, 9.0 tonnes;
 - four tyres at a spacing exceeding 2.5 metres but not exceeding 3.5 metres, 10.5 tonnes;
 whichever is the lesser.

PART 3—SPECIFIED HIGHWAYS

1. Except as detailed below, travel is permitted on:

- (i) State Highways, Freeways, Main Roads (declared in accordance with the *Transport Act 1983*)
- (ii) Any highway within a 33km radius of the Melbourne GPO excluding those in the City of Werribee and the Shires of Bulla, Diamond Valley and Melton.

2. Travel is not permitted on the excluded roads described below:

- all Tourists' and Forest Roads declared in accordance with the *Transport Act 1983*;
- roads under the control and management of a Municipal Council except where local access is required;

3. Vehicles are excluded from the following areas:

OTWAY AREA

The area south of a straight line drawn through Torquay, Gellibrand and Port Campbell.

ALPINE AREA

New South Wales Border, then all roads to the south of a straight line drawn through Towong Upper, Eskdale, Mt Beauty, Bright, Buffalo River, Mansfield then to the east of a straight line through Mansfield, Eildon, Warburton and Neerim South. Then to the north of a straight line through Neerim South, Heyfield, Bruthen, Buchan and Princes Highway at NSW Border.

GIPPSLAND AREA

The south boundary of the Princes Highway and Freeway between Moe and Warragul, to the east of a straight line drawn from Warragul, to Loch, to the north of the South Gippsland Highway between Loch and Yarram, to the west of a straight line drawn from Yarram to Gormandale, to the south of a straight line drawn from Gormandale to Yinnar South and to the west of a straight line drawn from Yinnar South to Moe.

GRAMPIANS AREA

The south boundary of the Western Highway from Stawell to Dadswells Bridge, to the east of a straight line drawn from Dadswells Bridge to Cherrypool, the east boundary of the Henty Highway from Cherrypool to Cavendish, to the north of a straight line from Cavendish to Dunkeld and to the north of a straight line from Dunkeld to Stawell.

STRATHBOGIE AREA

The south boundary of the Hume Highway and Freeway between Benalla and Mangalore, a straight line drawn between Mangalore and Kerrisdale, the north boundary of the Goulburn Valley Highway between Kerrisdale and Cathkin, Maroondah Link Highway, Maroondah Highway between Yarck and Maindample, the west boundary of the Midland Highway and Midland Link Highway between Maindample and Benalla.

4. Travel is not permitted on a limited road or bridge when the gross mass of the vehicle exceeds that shown on a notice on the approaches to the road or bridge.

5. Travel is not permitted where normal mass limits are exceeded, across the following excluded bridges:

Barwon Heads—Ocean Grove Road, Barwon River, Barwon Heads;

Ryrie Street, Geelong, Rail tunnel;

Broadford—Wallan Road, Rail bridge, Wandong;

Cobden—Stoneyford Road, Curdies River, near Cobden;

Goornong—Murchison Road, Goulburn River, Murchison;

Heathcote—Nagambie Road, Goulburn River, Nagambie;

Hepburn—Newstead Road, Jim Crow Creek, Shepherds Flat;

Koo-Wee-Rup—Longwarry Road, Yallock Creek, near Bayles;

Korumburra—Wonthaggi Road, Lance Creek, near Kongwak;

Main South Road, Lang Lang River, near Lang Lang;

Meenyan—Promontory Road, Fish Creek, Fish Creek;

Midland Highway, Loddon River, Guildford;

Shady Creek, Welshpool;

Newstead—Guildford Road, Jim Crow Creek, Strangways;

Ovens Highway, Rail bridge, Bowmans Gap;

**Princes Highway, Mt Emu Creek, near Terang;

Pyrenees Highway, Loddon River, Newstead;

South Gippsland Highway, Latrobe River, Longford;

Sunraysia Highway, Bet Bet Creek, near Avoca;

Traralgon—Maffra Road, Back Creek, near Heyfield; and

Willow Grove Road, Moe River, Trafalgar.

**may be crossed under RCA supervision. To arrange contact RCA, Warrnambool on (055) 62-3955.

6. Where normal mass limits are exceeded, the permission of the State Transport Authority must be obtained to cross any railway bridge.

PART 3A—MOBILE CRANES

1. Travel is not permitted on the excluded roads described below:—

- Bengworden Road;
- Bright Road;
- Chiltern—Howlong Road;
- Don Road;
- Echuca—Nathalia Road;
- Healesville—Koo-Wee-Rup Road (between Woori Yallock and Cockatoo);
- Heathcote—Redesdale Road;
- Maroondah Highway (between Healesville and Alexandra);
- Murray Valley Highway (between Corryong and Tindaldra); and
- Princes Highway (between Kalimna and Cunninghame and between Orbost and NSW border).

PART 3B—LONG MOTOR VEHICLES AND SEMI-TRAILER COMBINATIONS

1. Travel is not permitted on the excluded roads described below:—

- Princes Highway between Kalimna and North Arm Bridge, Lakes Entrance.
- Maroondah Highway between Narbethong and Healesville.

PART 3C—MOTOR VEHICLE AND SEMI-TRAILER COMBINATIONS OF THE LOW-LOADER TYPE CARRYING SPECIFIED ITEMS

1. Travel is not permitted on the excluded roads described below:—

- Bengworden Road;
- Bright Road;
- Chiltern—Howlong Road;
- Don Road;
- Echuca—Nathalia Road;
- Healesville—Koo-Wee-Rup Road (between Woori Yallock and Cockatoo);
- Heathcote—Redesdale Road;
- Maroondah Highway (between Healesville and Alexandra);
- Murray Valley Highway (between Corryong and Tindaldra); and
- Princes Highway (between Kalimna and Cunninghame and between Orbost and NSW border)

PART 3D—VEHICLES CARRYING INDIVISIBLE ITEMS AND SOME AGRICULTURAL PRODUCTS

1. Travel is not permitted on the excluded roads listed below:—

- Princes Highway between Kalimna and North Arm Bridge, Lakes Entrance;
- Maroondah Highway between Narbethong and Healesville;

PART 3E—SELF PROPELLED AGRICULTURAL MACHINES AND AGRICULTURAL IMPLEMENTS

1. Travel is not permitted:—

- (a) outside the approved areas described below;
 - (b) on the excluded roads and in the excluded areas described below; and
 - (c) in metropolitan areas and built-up areas.
- (A) Agricultural machinery operating in Northern and Western Victoria and other specified areas.

Approved areas are:—

1. that part of Victoria north of a boundary formed by the Wimmera Highway from the South Australian border to Horsham; Western Highway from Horsham to Ararat; Pyrenees Highway from Ararat to Castlemaine; Midland Highway from Castlemaine to Harcourt; Calder Highway from Harcourt to Bendigo; McIvor Highway; Northern Highway from the McIvor Highway to the Seymour-Tooborac Road; Seymour—Tooborac Road; Hume Highway from the Seymour—Tooborac Road to the New South Wales border.

Excluded areas are:—

- The Cities of Ararat, Benalla, Bendigo, Castlemaine, Echuca, Horsham, Maryborough, Mildura, Shepparton, Swan Hill, Wangaratta and Wodonga.
- The Boroughs of Kerang and Eaglehawk and Towns of Kyabram, St Arnaud and Stawell.

Excluded roads are:—

- Byrneside-Kyabram Road between Kyabram and Lancaster;
- Calder Highway south of Charlton and north of Hattah;
- Goulburn Valley Highway;
- Hume Highway and Freeway;
- Sections of the Lancaster-Mooroopna Road and Mooroopna-Wyuna Road forming a route from Lancaster to Mooroopna;
- Midland Highway;
- Northern Highway;
- Rutherglen-Wahgunyah Road; and
- Western Highway.

(B) Agricultural machinery operating in Southern Victoria.*Approved areas are:—*

That part of Victoria south of a boundary formed by:—

Wimmera Highway from the South Australian border to Horsham; Western Highway from Horsham to Ararat; Pyrenees Highway from Ararat to Castlemaine; Midland Highway from Castlemaine to Harcourt; Calder Highway from Harcourt to Bendigo; McIvor Highway; Northern Highway from the McIvor Highway to the Seymour—Tooborac Road; Seymour—Tooborac Road; Hume Highway from the Seymour—Tooborac Road to the New South Wales border.

Excluded areas are:—

1. All Cities, Boroughs and Towns except the City of Werribee; The Shires of Cranbourne, Diamond Valley, Eltham, Flinders, Hastings, Lillydale, Mornington and Sherbrooke.

Excluded roads means all Freeways, Tourists' Roads and Forest Roads declared in accordance with the *Transport Act 1983*, and the following State Highways and main roads.

<i>Highways</i>	<i>Section</i>
Bass	
Bellarine	
Calder	
Glenelg	
Goulburn Valley	
Hamilton	between Inverleigh and Geelong, and
Hamilton	between Hamilton and Henty Highway
Hume	
Kiewa Valley	between Wodonga and Kiewa
Maroondah	
McIvor	
Melba	
Midland	
Murray Valley	between Bandiana and Bonegilla
Northern	
Omeo	between Bairnsdale and Bruthen
Ovens	
Princes	
Pyrenees	
South Gippland	
Sunraysia	between Addington and Ballarat
Western	
Wimmera	between Horsham and Vectis South

<i>Main Roads</i>	<i>Section</i>
Aerodrome	
Anglesea	
Bacchus Marsh	
Bacchus Marsh-Gisborne	
Badger Creek	
Bairnsdale-Paynesville	
Ballarat-Carngham	
Ballarat-Maryborough	between Maryborough and Talbot, and
Ballarat-Maryborough	between Ascot and Ballarat
Barwon Heads	
Brandy Creek	
Camperdown-Cobden	
Clunes-Creswick	
Coolart	
Geelong-Bacchus Marsh	
Geelong-Portarlington	
Gisborne-Kilmore	between Gisborne and Gisborne-Station Road
Gisborne-Melton	
Great Ocean	
Healesville-Kinglake	
Healesville-Koo-Wee-Rup	
Inverloch-Leongatha	
Inverloch-Yarragon	
Lancefield-Tooborac	between Lancefield and Sunbury
Lang Lang-Nyora	
Leongatha-Yarragon	
Maffra-Sale	
Main Neerim	
Mandurang	between Bendigo and Sedgwick
Mansfield	
Mirboo North-Thorpdale	
Moe-Yallourn	
Mornington-Tyabb	
Morwell-Maryvale	
Morwell-Thorpdale	
Mount Macedon	between Macedon and Calder Highway
Mountain Hut	
Phillip Island	
Seaspray	
Seymour-Tooborac	
Stratford-Maffra	
Strathfieldsaye	between Bendigo and Axe Creek
Torquay	
Traralgon Creek	between Traralgon and Traralgon South
Traralgon West	
Traralgon-Maffra	
Tyers	between Traralgon and Tyers
Walhalla	
Wangaratta-Whitfield	
Warragul-Korumburra	
Winchelsea-Deans Marsh	
Yarram-Traralgon	between Traralgon and Flynns Creek Upper

All excluded areas and roads are subject to Statutory limits.

PART 4—SPECIFIED CONDITIONS

1. Travel is not permitted:

- (a) where overall width exceeds 2.5 metres and/or overall length exceeds 19.0 metres:
 —between sunset and 2.00 am in the Metropolitan areas and between sunset and sunrise elsewhere.
 —when visibility due to atmospheric conditions is less than 200 metres.

- (b) where the width of the vehicle and load exceeds 2.50 metres or the length of the vehicle and load exceeds 19 metres:
- within a 10 kilometre radius of the Melbourne GPO and a 5 Kilometre radius of the Geelong GPO between 7.00 am and 9.00 am and between 4.00 pm and 6.30 pm Monday to Friday (public holidays excepted)
 - in the Metropolitan areas between 9.00 am and 1.00 pm on any Saturday.
- (c) where the width of the vehicle and load exceeds 3.0 metres:
- within the Melbourne Metropolitan area between 7.00 am and 9.00 am and between 4.00 pm and 6.30 pm Monday to Friday (public holidays excepted)
 - in the Metropolitan areas between 9.00 am and sunset on any Sunday or public holiday.
2. Where overall width exceeds 2.5 metres and/or overall length exceeds 18.0 metres warning signs shall be affixed to the front and rear of the vehicle. The legend shall be:
- | | |
|--|----------------|
| —if width exceeds 2.5 metres | Wide Load |
| —if length exceeds 18.0 metres | Long Load |
| —if both width exceeds 2.5 metres and length exceeds 18.0 metres | Long Wide Load |
3. Warning signs shall conform with *Australian Standard Signs AS 1742, Australian Standard Lettering Series ASI744* or similar and be maintained in a clean and legible condition.
4. It is the responsibility of the owner of the vehicle to ensure that the proposed route is suitable for the load with a minimum of inconvenience to other road users.
5. It is the responsibility of the owner and driver to ensure that the clearance to structures, cables, wires and trees is sufficient to ensure the safe passage of the vehicle and load.
6. Where any projecting part of a load exceeding 2.5 metres in width is less than 1.0 metre in height, bright yellow or fluorescent orange marker plates at least 300 mm × 500 mm shall be attached to adjacent to the extremity of such projections, facing both forward and rearward. Where the marker plates would be visible only to traffic approaching from the rear, marker plates complying with Australian Design Rule 45 may be substituted.
7. Where the width of a vehicle and/or its load exceeds 2.5 metres, red warning flags at least 500 mm square shall be attached to any extremities of the vehicle or its projecting load not covered by section 6 above. Where the flags would be visible only to traffic approaching from the rear, marker plates conforming with Australian Design Rule 45 may be substituted.
8. Travel is not permitted between 23 December and 4 January inclusive and on Good Friday and Easter Monday.
9. When travelling during the hours of darkness is allowed the following conditions apply:
 Side marker lamps showing amber to the front and red to the rear to be displayed at 2 metre intervals along the entire length of the vehicle on both sides, also at the front and rear of load.
 Any projection of the load to have reflective hazard marker or amber flashing light attached.
 Amber flashing rotating light required on the prime mover and the rear of the load.
 Illuminated or reflectorised hazard markers to be displayed across the rear of the vehicle and load.
10. While travelling the headlights of the vehicle and any escort vehicle must be lit.
11. Where an indivisible item can reasonably be loaded in more than one way, it shall be loaded in the way which minimises width.

PART 4A—MOBILE CRANES

1. Black on white hazard stripes with a minimum area of 0.15 m² to be affixed longitudinally to the end of any jib or projecting boom.

PART 4B—LONG MOTOR VEHICLES AND SEMI TRAILER COMBINATIONS

1. For unladen travel motor vehicle and extendible semi trailer combinations must be reduced to the regulation length limit of 17.5 metres

PART 4C—MOTOR VEHICLE AND SEMI-TRAILER COMBINATIONS OF THE LOW-LOADER TYPE CARRYING SPECIFIED ITEMS

PART 4D—VEHICLES CARRYING INDIVISIBLE ITEMS AND SOME AGRICULTURAL PRODUCTS.

PART 4E—SELF PROPELLED AGRICULTURAL MACHINES AND AGRICULTURAL IMPLEMENTS

1. Travel is not permitted:

- (a) when visibility due to atmospheric conditions is less than 500 metres;
 - (b) if width exceeds 2.5 metres, on a Saturday afternoon, Sunday or Public Holiday unless accompanied by an escort vehicle travelling at the front (two way roads) or the rear (one way roads).
2. If a towed agricultural implement obscures any stop or turn indicator light, auxilliary stop and turn indicator lights shall be attached and operated simultaneously with those on the agricultural machine.
3. The driver shall, where it is safe to do so, move the agricultural machine to the left, and stop if necessary, to allow other vehicles to pass.
4. An amber rotating or flashing light shall be mounted as close as practicable to the highest point on the agricultural machine. The light shall be clearly visible to approaching and following vehicles and must be operating while travelling.
5. Where the agricultural machine, or implement, exceeds legal dimensions, it shall be reduced to the smallest practicable dimensions for travel.
6. The agricultural machine shall not follow any other vehicle operating under this notice, or any other notice or permit made under Part 7 of the Road Safety (Vehicles) Regulations 1988, at a distance of less than 500 metres.
9. The agricultural machine and any implement which may be attached must be maintained and operated in a manner not likely to cause danger to persons or other vehicles.
10. The agricultural implement must be properly and securely attached to the agricultural machine in accordance with Regulation 803 (1) of the Road Safety (Vehicles) Regulations. A suitable locking device shall be fitted to prevent accidental uncoupling of the implement in tow.

AGRICULTURAL MACHINERY OPERATING IN SOUTHERN VICTORIA.

1. Travel is not permitted:

- (a) if width exceeds 3.5 metres, unless accompanied by an escort vehicle travelling at the front (two-way roads) or the rear (one-way roads); and
- (b) if width exceeds 2.5 metres, on a Saturday afternoon, Sunday or Public Holiday unless accompanied by an escort vehicle travelling at the front (two way roads) or the rear (one way roads).

Dated 1 March 1988

DAVID R. HAMILTON
General Manager, Road Transport Regulation

Road Safety (Vehicles) Regulations 1988

APPROVED MODIFICATIONS

Regulation 801 (1) of the Road Safety (Vehicles) Regulations 1988 provides that a person must not modify a vehicle intended to be used on a highway except with the approval of or in accordance with guidelines published by the Road Traffic Authority.

For the purposes of that regulation I, John Trainor, delegate of the Road Traffic Authority, approve the following modifications to motor vehicles registered in Victoria. This approval does not apply to a modification which does not comply or would cause the vehicle not to comply with a standard for registration:—

- (a) Additional lighting (forward and rearward facing lamps);
 - Air horns (single tone only);
 - Air conditioner;
 - Air shock absorbers (provided the vehicle maintains its original attitude);
 - Alarm systems;

Bicycle racks (provided the lights and number plates on the vehicle are not significantly obscured and the fitting complies with the guidelines for modifications available from the Authority);

Fifth wheel and turntable assemblies fitted to comply with Australian Standard 1771—1987, Installation of Fifth Wheel and Turntable Assemblies, as amended;

Markings, paintings, speed strips, reflective (prism pattern) film (on body work only);

Mesh stone shields (windcreens and lamps);

Mudflaps, spats and pebble guards;

Radio and sound systems including aerials, speakers and fittings;

Roof rack;

Stabilizer bars, torque rods and traction rods provided the ground clearance is not reduced to less than 100mm;

Supplementary mirrors not interfering with or significantly reducing the area of the mirrors required by the standards for registration;

Sunvisor (exterior) and rear window louvres;

Tow bars, bull bars;

Wheel chair restraints which comply with the requirements of Australian Standard 2942—1987, Wheel Chair Occupant Restraint Assemblies for Motor Vehicles;

Window tinting which complies with clause 602 (1) of the Standards for Registration;

- (b) (i) An engine or transmission change where the replacement is of the same model, type and capacity as one fitted to a vehicle of that model as original equipment; or
- (ii) An engine or transmission offered as an option for that model by the manufacturer of the vehicle provided both the modification and assessment are carried out in accordance with the guidelines for modifications obtainable from the Road Traffic Authority.
- (c) Any other modification which does not adversely affect the structural integrity of the vehicle, its handling characteristics, or its compliance with the relevant standards for registration.
- (d) Equipment or accessories equivalent in quality, performance and safety to those fitted to the vehicle or supplied or recommended by the vehicle manufacturer as original equipment or accessories.

Dated 1 March 1988.

JOHN TRAINOR
Manager Vehicle Certification and Roadworthiness

Road Safety (Vehicles) Regulations 1988

NUMBER PLATE COVERS—TEMPORARY APPROVAL

Regulation 821 of the Road Safety (Vehicles) Regulations 1988 provides that except with the Road Traffic Authority's approval a vehicle must not be used on a highway with number plate covers which do not comply with certain specifications.

The specifications are that the part of a number plate cover which covers the number plate—

- (a) must not obscure the number on the number plate in any way; and
- (b) must be clear, untinted and uncoloured; and
- (c) must have surfaces which are flat both on the side which faces the number plate and the side which faces away from the vehicle; and
- (d) must have non-reflective characteristics; and
- (e) must have no unusual refractive characteristics.

For the purposes of that regulation I, Ian Johnston, delegate of the Road Traffic Authority approve number plate covers that—

- (f) do not meet the above specifications; and
- (g) were fitted to the vehicle before 1 March 1988.

This approval expires on 31 May 1988.

Dated 1 March 1988

IAN JOHNSTON
General Manager Road Safety

Road Safety (Vehicles) Regulations 1988
PROHIBITION ON SALE OF CERTAIN EQUIPMENT

I, Ian Johnston, delegate of the Road Traffic Authority, under Regulation 1101 of the Road Safety (Vehicles) Regulations 1988, prohibit the sale of the equipment specified in column 2 of the following Table unless the equipment complies with the standard specified in Column 3 of the Table.

TABLE

Column 1 <i>Item</i>	Column 2 <i>Equipment</i>	Column 3 <i>Standard</i>
1.	A seat belt designed to be used in a motor vehicle on a highway.	The equipment must comply with the performance requirements of Australian Standard AS E35 Part 1-1970, Seat Belt Assemblies for Motor Vehicles or AS E35 Part 2-1970, Seat Belt Assemblies (Including Retractors) for Motor Vehicles or AS 2596-1983, Seat Belt Assemblies for Motor Vehicles or the requirements of the Australian Design Rules applicable to seat belts in motor vehicles.
2.	A child restraint designed to be used in a motor vehicle on a highway.	The equipment must comply with AS 1754-1975 Child Restraints for Passenger Cars and Derivatives.
3.	A protective helmet designed to be worn by a person riding on, or being carried as a passenger on a motor cycle being driven on a highway or in a public place.	The equipment must comply with Australian Standard 1698-1980 Protective Helmets for Vehicle Users subject to the deletion of paragraph (g) of Clause 14 of the Standard, and inclusion in its place of the following paragraph: '(g) The registered certification mark of the Standards Association of Australia encircled by the words "Manufactured to Australian Standard 1698".'
4.	Replacement glazing designed to be fitted to a vehicle used on a highway or in a public place.	The equipment must comply with the requirements of one of the following Standards: AS 2080-1977 or 1983, Safety Glass for Vehicles. ANSI Z 26.1 1980, Safety Glazing Material. BS AU 178: 1980, Road Vehicle Safety Glass. ECE R 43/00, Safety Glazing. JIS R3211-1979 or 1985, Safety Glass for Road Vehicles.
5.	Material designed to be attached to, or to cover, the glazing of a vehicle used on a highway or in a public place.	Tinting material which results in a light transmittance of not less than 70% (T70) and a reflectance of not more than 10% when attached to approved automotive safety glazing material for use on any window except that area defined as the primary vision area of the windscreen; or Tinting material which results in a light transmittance of not less than 35% (T35) and a reflectance of not more than 10% when attached to approved automotive safety glazing material for use on windows to the rear of the driving position only.

- | | | |
|----|--|--|
| 6. | A cover designed to cover the number plate of a vehicle used on a highway or in a public place. | The part of the number plate cover which covers the number plate—
(a) must not obscure the number plate in any way; and
(b) must be clear, untinted and uncoloured; and
(c) must have surfaces which are flat both on the side which faces the number plate and on the side which faces away from the vehicle; and
(d) must have non-reflective characteristics; and
(e) must have no unusual refractive characteristics. |
| 7. | A retreaded tyre designed to be fitted to a motor vehicle (other than a motor cycle, bus or trailer) with a gross vehicle mass of 13.9 tonnes or less. | The retreaded tyre must have been retreaded and marked in accordance with Australian Standard AS 1973-1985, Retreaded Pneumatic Passenger Car and Light Truck Tyres. |

Dated 1 March 1988

IAN JOHNSTON
General Manager Road Safety

**Road Safety (Vehicles) Regulations 1988
HEIGHT LIMIT ON CERTAIN HIGHWAYS**

Regulation 715 of the Road Safety (Vehicles) Regulations 1988 provides that the height limit of a vehicle on a highway is 4.3 metres in the case of a highway specified by the Road Traffic Authority by notice in the *Government Gazette*.

For the purposes of that regulation, I, David Robert Hamilton, delegate of the Road Traffic Authority, specify the following highways:

Anderson Road at Sunshine
 Appleton Dock Road
 Ballarat-Carngham
 Barnawartha-Howlong
 Bass Highway
 Bell Street
 Bellarine Highway
 Benalla-Tocumwal Road
 Bendigo-Maryborough Road
 Blackshaws Road at Altona North
 Boundary Road between North Altona and Laverton North
 Boundary Road at Flemington
 Bruthen-Buchan between Bruthen and Red Knob Road
 Calder Freeway
 Calder alternative Highway
 Calder Highway (no travel under overhead tram wires in Bendigo)
 Cann Valley Highway
 Canterbury Road between Surrey Hills and Montrose
 Colac-Ballarat
 Dandenong-Frankston
 Dandenong-Hastings

Dandenong-Frankston Road
Etrick-Tyrendarra Road
Ferntree Gully Road
Francis Street at Yarraville
Frankston-Flinders
Frankston Freeway
Goulburn Valley Highway between Hume Freeway and NSW border
Goulburn Valley Highway between East Seymour and Cathkin
Greens Road at Dandenong
Grieve Parade at Altona North
Healesville-Kinglake Road at Healesville
Healesville-Yarra Glen
Henty Highway
Hume Freeway
High Street between Mahoneys Road and Bell Street, Preston
Keilor-Melton Road
Keys Road at Moorabbin
Kororoit Creek Road
Lilydale-Monbulk Road at Lilydale
Lilydale-Montrose Road
Lorimer Street at Port Melbourne
McDonald Road at Brooklyn
McNaughton Road at Clayton
Mackenzie Road at West Melbourne
Market Street at Sunshine
Maroondah Link Highway
Maroondah Highway
Melba Highway
Melbourne-Lancefield
Mickleham Road
Midland Link Highway between Maindample and Barjarg
Millers Road between Altona and Brooklyn
Moorooduc Road
Mooroopna-Wyuna
Mornington Peninsula Freeway
Morwell-Maryvale Road
Mount Dandenong Road at Montrose
Murray Valley Highway between Hattah and Barnawartha
Mulgrave Freeway
North Road between Brighton and Clayton
Northern Highway
Omeo between Lucknow and Bruthen
Ouyen-Piangil
Ouyen Highway
Portland-Nelson
Princes Freeway
Princes Highway between Carnegie and NSW Border
Pyrenees Highway between Maryborough and Ararat
Red Knob

Sommerville Road at Footscray
South Gippsland Highway and Freeway
Springvale Road
Station Road between Deer Park and Laverton North
Stud Road between Bayswater and Dandenong
Sturt Highway
Sunbury Road
Sunraysia Highway
Tambo Upper
The Gap Road
Todd Road at Port Melbourne
Tooleybuc Road
Tullamarine Freeway
Warburton Highway
Wellington Road between Clayton and Clematis
Western Freeway
Western Highway (Detour "Central Area" Ballarat City)
Williamstown Road Port Melbourne
Wimmera Highway
Woolsthorpe-Heywood Road
Wright Street at Sunshine
Dated 1 March 1988

DAVID R. HAMILTON
General Manager
Road Transport Regulation

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